BASS, LIGHT GRAVITY ALE
$2.50 Per Dozen Pints.
IND. COOPE'S STOUT
$2.35 Per Dozen Pints.
H. Price & Co.,
458

The China Mail.

ESTABLISHED 1845.

CANADIAN CLUB WHISKY
$20.00 Per Dozen.
H. Price & Co.
459

No. 13,137 | 第一千一百九十五年五月十日 | HONGKONG, WEDNESDAY, MAY 10, 1905. | 光緒三十一年四月初七日 | PRICE, $3.00 Per Month.

MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for EUROPE.
Parcels and Goods shipped to all parts of the World.
All Expenses, including Duty and other destination charges, may be paid by sender, or otherwise as desired.
Goods received for Storage, Packing, Shipment or Transhipment.
Estimates for Freight and other charges upon receipt of Cubic Capacity, Contents, Weight and Value.

CHINA PARCEL EXPRESS.
OFFICE—3, DUDDELL STREET.
Hongkong, December 5, 1904. 1615

Wanted.

WANTED.

BOARD and LODGING with an English Family.
Apply 'M. H.,'
Care of 'CHINA MAIL' Office.
Hongkong, May 9, 1905. 941

NOTICE.

WANTED an ASSISTANT MATRON for a Boys' Boarding School.
Apply to Rev. F. T. JOHNSON, St. John's Cathedral.
Hongkong, May 8, 1905. 936

Intimations.

NOTICE OF REMOVAL.

THE OFFICES of Messrs LUTGENS, EINSTMANN & CO. have been MOVED to No. 2, PEDDER STREET, opposite the Hongkong Hotel Side Entrance.
Hongkong, May 6, 1905. 928

THE GENERAL ACCIDENT ASSURANCE CORPORATION, LIMITED.

THE Undersigned having been appointed AGENTS are prepared to Accept Risks at Current Rates.
THE HOLLAND-CHINA TRADING COMPANY.
Hongkong, May 3, 1905. 903

PRAYA EAST RECLAMATION.

MARINE Lot Owners interested in the above are invited to attend a MEETING to be held in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, on SATURDAY NEXT, the 13th instant, at 3 o'clock P.M.
C. P. CHATER.
Hongkong, May 8, 1905. 937

COTTAM & CO.

High-class Outfitters.

NEW LINE SUMMER GOODS.

WHITE GAUZE SHIRTS,
WHITE TUNIC SHIRTS,
PYJAMA SUITS,
BOSTON GARTERS,
WHITE GAUZE UNDERWEAR,
TENNIS SHOES,
BADEN POWELL COLLARS,
STRAW HATS,
THE LATEST STYLE PANAMA HATS.
THE LORD KITCHENER SUN HAT.
THE LADY CURZON SUN HAT.
THE SIR HENRY BLAKE SUN HAT.
THE LORD CURZON SUN HAT.
WHITE DRILL POLO HELMETS,
WHITE DRILL BALANGA HELMETS,
WHITE STRAW HELMETS.
THE NEWEST THING IN SUMMER WAISTCOATS.
THE LATEST IN FASHIONABLE NECKWEAR.

INSPECTION INVITED.
HONGKONG HOTEL BUILDINGS.
Hongkong, May 6, 1905. 932

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. the PRINCE of WALES.

Supplied at all the Leading Clubs and Hotels, and to be obtained from LANE CRAWFORD & Co., Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. | OFFICES & STORES: No. 20, CONNAUGHT ROAD.
416

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,362 tons, Captain H. D. Jones.
s.s. HOWAN, 2,358 tons, Captain H. D. Thomas.
s.s. FATSHAN, 2,260 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from CANTON to HONGKONG daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,988 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures on Sundays at NOON. Departures from Macao to Hongkong daily at 8 A.M.
Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willox.
s.s. NANNING, 569 tons, Captain O. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 874 Tons, Captain B. Branch, Makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days. This Fine New Steamer has Excellent Saloon Accommodation and all Modern Comforts.

Further particulars may be obtained at the Office of the:—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18 Bank Buildings, Queens' Road Central, opposite the Hongkong Hotel,
Or of BUTTERFIELD AND SWIRE.
18 Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE. 29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1676

HARRIS-KEENEY COMPANY.

BEG to announce that on MAY 1st they will OPEN A SHOW ROOM in PEDDER STREET, Next to the Post Office, just opposite the main entrance to the Hongkong Hotel, with a full line of High-grade FIBRE, RATTAN and HARDWOOD FURNITURE, etc., etc.
DON'T FORGET THE LOCATION.
Hongkong, April 22, 1905. 19

IF YOU WANT A GOOD STEAK
VISIT
SAM NEWMAN'S SILVER GRILL ROOMS,
37, DES VŒUX ROAD.
Hongkong, March 29, 1905. 509

BOARD AND ROOM WANTED.

IN a FAMILY, for YOUNG GENTLEMAN to arrive shortly; about $.00.
Apply 'C. P. R.,'
Care of 'CHINA MAIL' Office.
Hongkong, April 18, 1905. 811

Bovril supplies to the body the nourishment it requires, and makes good the muscle, tissue and energy spent during the hurry and worry of the day's work. The very embodiment of strength and sustenance in a digestible form is Bovril.

BOVRIL

To be obtained at all Stores, Cheliste Hotels, &c. throughout Hongkong, China and Japan.

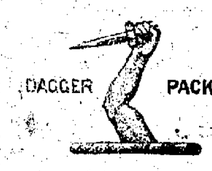
Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING



PACKING FOR MARINE ENGINES

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE:—6, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

LADIES' DEPARTMENT.

WE HAVE JUST RECEIVED
A NEW SHIPMENT OF
SUMMER COSTUMES.

IN WHITE AND COLOURED MUSLIN,
Embroidered Linen & Voile, Coloured Delaine, etc.
EXCEPTIONAL VALUE. INSPECTION INVITED.
LANE, CRAWFORD & CO.

STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER.
Hongkong, November 3, 1904. 1985

The Peak Hotel

ADMIRABLY SITUATED AT VICTORIA GAP,
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent Islands for forty miles.
A FIRST CLASS FAMILY, RESIDENTAL AND TOURIST'S HOTEL
TERMS:—From 12/- per day. TOWN OFFICE:—3, DUDDELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: 'PEACEFUL.' 18

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 700 recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

N. LAZARUS, OPTICIAN,

10, D'AGUILAR STREET, HONGKONG.
SIGHT TESTED FREE. LENSES GROUND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1797

CLARK'S STUDIO,

4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1901. 1812

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905. 704

NOTICE.

WE have this day withdrawn our Power of Attorney in favour of MR ERNEST J. MOSS, the late Manager of our FOOCHOW BRANCH, who is no longer in the employ of our Firm.
DODWELL & CO., LD.
Hongkong, May 9, 1905. 941

NOTICE.

WE have AUTHORIZED MR FREDERICK SALINGER to SIGN OUR FIRM from this date.
REISS & CO.
Hongkong, May 5, 1905. 918

'SIR ROBERT HART'S MEMORANDUM'

A Series of Articles on SIR ROBERT HART'S SCHEMES for the Improvement of China.
Reprinted from the China Mail. To be had in pamphlet form at this Office.
PRICE 50 CENTS.
Hongkong, July 4, 1904. 1257

JOHN ROBERTSON & SON, LTD.

J. R. D.

WHISKIES WHICH WE SELL
HAVE BEEN AWARDED
GOLD & SILVER MEDALS
AT THE
CAPE TOWN INDUSTRIAL EXHIBITION.
DOES THIS PROVE OR NOT THAT WE SELL ONLY THE BEST?

GREGOR & CO.,
WINE MERCHANTS, HONGKONG.
Hongkong, May 10, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, $4.50 per Cask, ex Factory.
$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.
Hongkong, March 7, 1905. 2053

FAIRALL & CO.

ARE SHOWING A NEW ASSORTMENT OF
MUSLINS, VOILES, LINENS and EMBROIDERIES.
SUMMER MILLINERY, etc.
EVERYTHING SUITABLE FOR THE PRESENT SEASON.
Hongkong, April 22, 1905. 1095

THE
HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
(219 A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES.—EXCELLENT CUISINE AND WINES.
Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply THE MANAGER.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER.
Hongkong, August 1, 1904. 1418

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.
THE VICTORIA DISPENSARY,
Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

The Navy as I Know It, by Freemantle	$13.50
New Wall Map of China in 4 Sheets	14.00
Marine Engines and Boilers, by Bauer and Robertson	19.50
Murray's Guide to India, Ceylon, &c.	16.00
Darwin's Variations, Animals Plants, &c.; 2 Vols.	4.50
Out-door Handy Book, by Beard	4.70
The Machinations of the Mye-ok, by Cecil Lowes	3.50
Lhasa and Its Mysteries, by Waddell	20.00
Macao; the Holy City, &c., by Dyer Ball	1.75
Foster's Bridge Manual and Bridge Tactics, each	2.70
The Coming Conquest of England; Cloth	$7.00
Engineer's Year Book 1905	5.00
View Book of Hongkong, Canton and Macao—24 Views	1.00

SEALING PRESSES AND SEALS.
LEATHER FILES.
BURY COURT NOTE PAPER AND ENVELOPES.
GLOY. BLICK TYPEWRITERS.
THE FAY-SHOLES TYPEWRITER.
TYPEWRITER MATERIALS IN GREAT VARIETY.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Telephone No. 75.
ESTABLISHED—1864.
Hongkong, April 28, 1905.

Intimations.

Milkmaid

BRAND

Milk

Guaranteed

Full Cream.

TRADE MARK.

Largest Sale in the World.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE.

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

8a, QUEEN'S ROAD CENTRAL. 2123

JAPAN COALS.

MITSUI BUSSAN KAISHA

(MITSUI & CO.)

HEAD OFFICE:—1, Suruga-cho, Tokyo.
LONDON BRANCH:—34, Lime Street, E.C.
HONGKONG BRANCH:—Prince's Buildings, Ice House Street, First Floor.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maidzuru, Miike Hakodate Taipei, &c.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Mannoura, Ontura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coals.

S. MINAMI, *Manager*, Hongkong.

Hongkong, May 31, 1904. 1119

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

DINNEFORD'S MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females and the Sickness of Pregnancy.

DINNEFORD'S MAGNESIA MAGNESIA

"A perfect beverage, combining Strength, Purity and Solubility."—*Medical Annual.*

van Houten's Cocoa

is

Unequalled for High Quality, Delicious Flavour & Digestibility.

BEST & GOES FARTHEST.

Intimations

MITSU BISHI CO.

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

Cable Address: 'IWASAKI,' which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED MANAGER, MITSU BISHI CO., WITH NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. Tripp.
HONGKONG: H. U. Jeffries.
YOKOHAMA: M. Asada.
CHINKIANG: Gearing & Co.
MANILA: Macondray & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinnee, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yashiromachi Coal (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, March 11, 1905. 77

JOHN S. ALLEN,

EXPORT MERCHANT,

117, PITT STREET,

SYDNEY, N.S.W.

SOLE Export Agent for China, Japan and Philippine Islands for The New South Wales Concentrated Milk Company.

Correspondence Invited.

Hongkong, February 20, 1905. 359

FIVE POINTS

ABOUT

'SINGER' SEWING MACHINES.

Prices Cheaper than at Home.
Five Years' Guarantee.
Free Instruction.
Easy Payments.
Free Repairs and Cleaning.

Hongkong, March 23, 1905. 1262

NOTICE.

MR AH WAH, of Messrs Cho San Bros, of Yokohama, Bookbinders, etc., begs to inform the Public of Hongkong that he has opened a Branch in this Colony, at No. 16, Pottinger Street, under the style of CHE SAN BROTHERS, and is prepared to execute all kinds of General Job Printing, Rubber Stamp Making, Copper-plate Printing and Engraving, Stationery, Draft Forms and Account Books.

All Orders will be attended to and executed in the shortest time, and the Firm hopes to be favoured with the kind patronage of the Public

Hongkong, December 5, 1904. 2191

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.

ALL Work done in this Establishment is promptly executed. Neatness a Speciality. Ironing and Washing done by experienced Japanese. Prices Moderate.

G. MONYE, *Proprietor.*

Hongkong, February 13, 1905. 308

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to Book Cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. COY., BOSTON STEAMSHIP and TOWBOAT COYS., OCEAN S.S. COY. and CHINA MUTUAL S.N. COY.

For further Particulars, apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, *Manager.*

Hongkong, May 20, 1904. 872

Intimations.

GOVERNMENT NOTIFICATION.
No. 268.

THE following Notice is published.

By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, May 5, 1905.

NOTICE.

A MEETING of HIS MAJESTY'S JUSTICES of the PEACE will be held at the Magistracy, at 2.15 P.M., on MONDAY, the 15th May, 1905, for the purpose of considering the following application:—

An application for the transfer from WALLACE ARCHIE WARD to one HARRY SLATER, of an Adjunct Licence to sell and retail Intoxicating Liquors on premises situated at No. 51, Des Vœux Road Central, in the City of Victoria and called or known as 'The Owl Grill and Oyster Room.'

F. A. HAZELAND,
Police Magistrate.

Magistracy,
Hongkong, May 5, 1905. 935

THE GREEN ISLAND CEMENT CO., LIMITED.

FINAL NOTICE.

ALL SHAREHOLDERS who were entitled to a proportion of the New Issue and who have not applied for such must apply immediately.

Interest will be charged at the rate of twelve per cent per annum on $10—the amount payable in respect of each Share from the 31st day of March, 1905.

No application will be received after the 31st day of May next.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, April 27, 1905. 857

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 72.

{Removal of the Tai-shek Barrier, Back Reach.

NOTICE IS HEREBY GIVEN that the STEAM DREDGER 'Canton River' will commence work at the Tai-shek Barrier on or about 20th inst.

Masters of vessels should continue to navigate the old channel until further notice, slow down when approaching the Barrier and pass only at such a rate of speed as is compatible with safety.

Dredging operations will be commenced at a position 400 feet to the South of the present Beacons.

The Dredger will exhibit by night the usual Lights of a Vessel at anchor—i.e.—A White Anchor Light forward and a Stern Light.

J. HOWELL MAY,
Harbour Master.

Approved,
F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, May 10, 1905. 923

NOTICE TO MARINERS.

No. 232 (Special).

CHINA SEA.

SWATOW DISTRICT.

Wreck of Chinese Gunboat *Hoangtai* off Breaker Point.

WITH Reference to Notice to Mariners, No. 179 (Special), dated the 25th September, 1903, NOTICE IS HEREBY GIVEN that the 6 feet Conical WHITE BUOY temporarily placed to mark the wreck of the Chinese Gunboat *Huangtai* has disappeared and will not be replaced.

H. G. MYHRE,
Acting Deputy Coast Inspector.

Coast Inspector's Office,
Shanghai, May 1, 1905. 917

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.

HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.

T. E. P. SPYROPULOS, *Proprietor.*

Hongkong, February 15, 1905. 325

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
Repairs promptly attended to.

TELEGRAMS: 'Carmichael,' Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.

Hongkong, March 14, 1903. 563

QUONG HING LUNG,

FIRST-CLASS

Tailor and Outfitter.

30 Years' Experience in U.S.A.

UP-TO-DATE CUTTER.

PERFECT FIT GUARANTEED.
FANCY GOODS DEALER
Prices Very Low.

No. 96, Queen's Road Central, Hongkong.

Hongkong, September 14, 1904. 1685

SING ON & CO.,

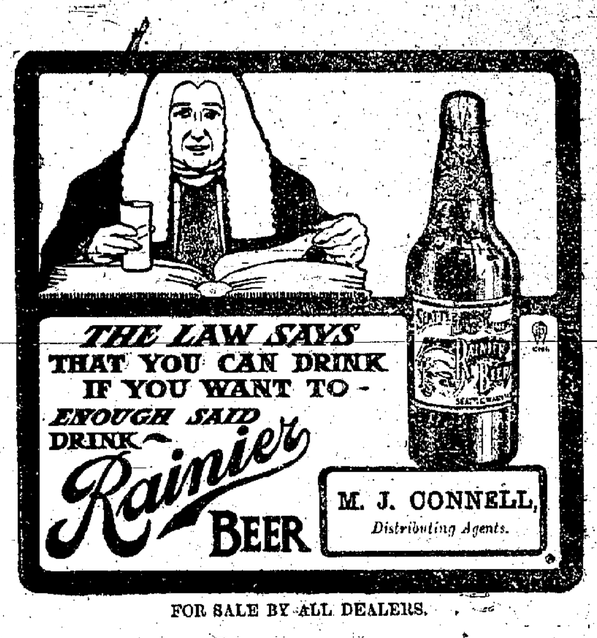
Nos. 35 & 37, Hing Loong Street.

IRON, STEEL, METAL AND HARDWARE MERCHANTS.

Retail and Wholesale Ironmongers, Pig Iron and Foundry Coke Importers, and General Storekeepers. Prices Moderate.

Hongkong, December 14, 1904. 2249

Intimations.



FOR SALE BY ALL DEALERS.

Hongkong, February 8, 1905. 1376

To Let.

TO LET.

SMALL FURNISHED HOUSE To Let very convenient situation, good Views and Cool, Electric Light and Fans. Or would be let 2 or 3 Rooms to Bachelor or Married Couple.

Apply to 'X. B.,'
Care of 'China Mail' Office.

Hongkong, May 4, 1905. 910

TO LET—IN KOWLOON.

A Most Desirable RESIDENCE suitable for Boarding House. 12 ROOMS. Moderate Rent. For Particulars, apply to '65,'
Care of 'China Mail' Office.

Hongkong, April 25, 1905. 386

TO LET.

IMMEDIATE POSSESSION.

ELEGANT SUITE ROOMS next to General Post Office in Queen's Road Central. Suitable for Offices or Dental Parlours, apply

Box No. 418.

Hongkong, April 24, 1905. 839

TO LET.

NO. 2, Seymour Terrace. 4-ROOMED HOUSE Fully Furnished. Healthy locality. View of Harbour.

Apply to
S. A. SETH,
Wyndham Street.

Hongkong, April 8, 1905. 881

TO LET.

FURNISHED ROOM, with Board, with Tennis Court, near Kowloon Ferry, Kowloon.

Apply 'B.,'
Care of 'China Mail' Office.

Hongkong, April 5, 1905. 879

TO LET.

NO. 1, STEWART TERRACE, The Peak.

Apply to
The Hongkong Land Investment and Agency Co., Ld.

Hongkong, March 26, 1904. 876

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905.

Moderate Rentals.

Apply to
HUMPHREYS' ESTATE & FINANCE CO., LTD.

Hongkong, February 20, 1905. 8

TO LET.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ld.

No. 1, RIPON TERRACE.

FLATS in Moreton Terrace, facing the Polo Ground.

OFFICES, in Course of Erection, Connaught Road (near Blake Pier).

GODOWNS Praya East.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, March 7, 1905. 881

SUITABLE FOR OFFICES.

2 ROOMS in PRINCES BUILDINGS.

Apply to
LAUTS, WEGENER & CO.

Hongkong, March 3, 1905. 882

TO LET.

IN Knutsford Terrace. A Comfortably FURNISHED FRONT BED-ROOM with Board.

Apply 'E. L.,'
Care of 'China Mail' Office.

Hongkong, May 6, 1905. 922

TO LET.

NO. 12, KNUTSFORD TERRACE, KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ld.

Hongkong, May 4, 1905. 909

TO LET.

AN UNFURNISHED ROOM and BATHROOM, suitable for a Bachelor, at No. 3, Duddell Street.

Also a GODOWN, Cheap Rental.

Apply to
McEWEN, FRICKEL & CO.

Hongkong, May 5, 1905. 920

To Let.

TO LET—UNFURNISHED AT THE PEAK.

WITH IMMEDIATE ENTRY.

LYEE MUN, Barker Road, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The house is comparatively new and is in excellent repair, and splendid view of the Harbour and very convenient for Tramway Station at Plantation Road.

Apply to
RUSSO-CHINESE BANK.

Hongkong, May 2, 1905. 902

TO LET.

WITH IMMEDIATE POSSESSION the 'Forest Lodge,' Caine Road.

Apply to
H. N. MODY.

Hongkong, May 2, 1905. 900

CHEE WING & CO.,

28 & 29, LEE YUEN STREET (WEST) HONGKONG.

Dealers in

All Sorts of COPPER, BRASS, STEEL IRON WARE, &c.

STEEL GIRDERS and TEES,

CORRUGATED IRON, PIG IRON, &c.,

Suitable for

Ships, Engineers and House Builders.

Hongkong, May 29, 1900. 1227

THE UNRIVALLED KILLER.

KEATING'S POWDER.

FATAL TO INSECT LIFE.
Harmless to Everything Else.
Sold in Tins and Bottles only.
Be quite sure you get KEATING'S.

IT KILLS

FLEAS, BEETLES, BUGS, FLIES.

S. MOUTRIE & CO., LD.,

PIANO AND ORGAN MANUFACTURERS,

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from $200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure of $1.80 each, 5% on wholesale orders.

The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION.

Inspection Invited.

Hongkong March 3, 1905. 458

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur.

Enlargements a Special Feature.

BRANCH
Hongkong Hotel Corner.

1587

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.

WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Speciality.

VICENTE BARCENILLA, *Proprietor.*

Hongkong, April 10 1905. 453

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN,
Entrusted to the Society of the 'Mission Etrangeres.'

Translated by Edward Harper Parker and Reprinted from The China Review.)

Price One Dollar.

For Sale at The 'China Mail' Office 5, Wyndham Street.

WOMEN NIHILISTS.

General Trepoff's Relatives.

LONDON, April 13.—Miss Leontiva, an anarchist and a relative of General Trepoff, the Governor-General of St. Petersburg, has been arrested among the Terrorists in St. Petersburg.

Two of General Trepoff's nieces, also Nihilists, thereupon attempted to commit suicide—one, Miss Trepoff, by throwing herself under a train—the other, the Princess Tenishiff, by shooting herself with a revolver. Both ladies are in a critical condition.

Another version is that Miss Trepoff betrayed Miss Leontiva, and feared anarchist vengeance.

In the course of an interesting article upon Russia, the Marquise de Fontenoy writes as follows in the *New York Tribune*:—'It is a remarkable fact that during the last 25 or 30 years all the leading statesmen in Russia—I mean those concerned with the internal administration of the Empire—have, with four exceptions, been self-made men of the most obscure origin. In fact, the more humble their parentage the more pronounced has been their antagonism to liberal reforms and more severe their treatment of everything in the nature of popular movements. The four exceptions have been Prince Sviatopolk-Mirsky, Count Tolstoy, Prince Hilkoff, and the ill-fated Sipiaguine, who was assassinated while Minister of the Interior. Only these four were nobles, and Prince Sviatopolk-Mirsky is the most liberal statesman who has ever held office in Russia in modern times. The late Minister Plehve was either a foundling or the son of a domestic servant; Bogolepoff, the Minister of Public Instruction, murdered in 1900, was the son of a corporal in the army; Zenger, one of his successors, was the offspring of the janitor of an office building. Witte began life as a petty railroad clerk, and so on throughout the entire list. Indeed, nearly all the Ministers who have played a role in the internal administration of Russia during the last 30 years have been self-made men of the most plebeian extraction, and who had nothing whatever to do with the nobility. General Trepoff, the new Governor-General of St. Petersburg, is, like so many other dignitaries in the service of the Czar, of German origin, the name which he now bears being merely the Russian form of Trephoff. His father, the late General Trepoff, whose attempted assassination by Vera Sassulitch first attracted foreign attention to the Nihilist movement, bore a most extraordinary resemblance to the late Emperor William, who was exceedingly fond of him and overwhelmed him with honors. Trepoff is a man whose career has been wonderfully brilliant. He had attained the rank of colonel before he was 28 years of age, and while at Kieff was the particular favorite of that grand old soldier, Dragomiroff, then commander-in-chief there. He is a man of the highest personal integrity with a keen sense of honor, official as well as private, has charming manners, a quiet dignity in his bearing that is infinitely attractive, the sadness of his eyes contrasting strangely with the smile that is almost always on his lips. His daughter is the favorite maid of honor of the Empress, and the Emperor has the most absolute confidence in this man, who, while an able administrator, is, above everything else, a thorough soldier.'

FOR CANTON.

THE new and fast Twin-Screw Steamer *SAN CHEUNG*, 951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, $3 each way. Second-class, $1.00 each way. Meals, $1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.,
No. 138, Connaught Road Central.

Hongkong, April 1, 1905. 700

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
37, Des Vœux Road Central, Hongkong.
From the University of Pennsylvania, U.S.A.

Hongkong, July 28, 1904. 1386

SIEN TING,
Surgeon Dentist,
No. 14, D'Aguilar Street.

TERMS VERY MODERATE
Consultation Free.

Hongkong, April 24, 1900. 629

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR G. O. ROGERS),
TAI SAN STREET,
CANTON.

March 10, 1905. 513

DR HARRY FONG,

American Trained Dentist.

ELECTRICAL and Latest Improved Appliances.

51, QUEEN'S ROAD CENTRAL.

Hongkong, July 28, 1904. 1379

DOWN BEN NEVIS.

A Long Roll.

The Rev. Mr Robertson, of Edinburgh, a prominent member of the Scottish Mountaineering Club, underwent a terrible experience, reports the Central News Fort William correspondent, whilst descending Ben Nevis recently. The day was a most unsuitable one for climbing, there being an almost continuous fall of snow, accompanied by thunder and lightning, but, nevertheless, Mr Robertson set out alone to make the ascent of the mountain. He succeeded in reaching the summit, and started on the return journey. All went well until he was near the edge of a precipice, and, holding on with his ice axe, had commenced to negotiate a dangerous snow slope. Then came a vivid flash of lightning, which, Mr Robertson thinks, must have struck the axe, and he was almost immediately precipitated over the slope.

Mr Robertson calculates that he must have rolled nearly a thousand feet before his progress was stopped; and how long he cannot say. He must have dragged himself to Fort William in a semi-unconscious condition, for he recollects nothing from the moment when he began to fall. He arrived at his hotel in a terrible condition, his face and head being seam d with large gaping wounds, and his arms and legs one mass of bruises and cuts. He was immediately attended by a doctor, and now lies at the hotel, making, it is stated, satisfactory progress.

The French Naval Votes.

In the Chamber of Deputies on April 13 M. Thompson, French Minister of Marine, characterised the views on naval armaments to which Baron d'Estournelles de Constant gave utterance in the Senate, as generous but chimerical. The Minister maintained that the best safeguard for peace was foresight and a powerful fleet ready to repel aggression. It would, he held, be necessary for France to continue to expend 121,000,000 francs (about £4,600,000) a year on new naval construction. After discussion, the Chamber agreed to the naval votes. In the French Senate on April 11 Baron d'Estournelles de Constant (who was one of the French representatives on the Hague International Tribunal) protested against increased naval expenditure as the ruin of France. An international understanding could, he considered, be arrived at to regulate armaments, as the sugar question had been regulated, and Great Britain and France ought to take the initiative.

The peasant of the South of France spends on food for a family of five an average of 2d a day.

Professor Seward, of Stanford University, who is a graduate of Oxford, declares that the American holders of the Rhodes Scholarship are required to do work they have already done thoroughly in the United States.

The White Star liner "Arabic" has been chartered by an American syndicate for a few months' pleasure cruise in the Mediterranean. The "Celtic" was chartered by an American syndicate in the same way last year.

A TIMELY SUGGESTION.—This is the season of the year when the prudent and careful housewife replenishes her supply of Chamberlain's Cough Remedy. It is certain to be needed before the winter is over, and results are much more prompt and satisfactory when it is kept at hand and given as soon as the cold is contracted and before it has become settled in the system. In almost every instance a severe cold may be warded off by taking this remedy freely as soon as the first indication of the cold appears. There is no danger in giving it to children for it contains no harmful substance. It is pleasant to take—both adults and children like it. Buy it and you will get the best. It always cures. Sold by All Dealers; Watkins & Co., Ltd., General Agents.

A RAMBLE THROUGH SOUTHERN FORMOSA:

By G. TAYLOR, I. M. Customs

With Woodcuts

[Reprinted from the *China Review*.]

One of the Best Sketches of Formosa Life yet written.

Price ... ... $1.00.

China Mail Office, 5 Wyndham Street Hongkong.

RIGAUD'S

Kananga

—OF JAPAN

TOILET WATER

Rigaud's Kananga Water has the sweet perfume of the Kananga Flower of Japan and a soothing and cooling action on the skin; it relieves mosquito bites, and is most refreshing after perspiration.

RIGAUD & Cie

PERFUMERS

8, rue Vivienne, 8

Paris—France

Beware of Imitations!

For Sale by A. S. Watson & Co. Chemists.

For Sale.

FOR SALE.

CHESTNUT ARAB PONY. Rising 10 years, 14 hands, up to great weight, quiet to ride. Believed perfectly sound. Apply

Capt. J. S. ADAMSON, 119th Infantry, Kowloon.

Hongkong, May 8, 1905. 933

FOR SALE or TO LET.

MARTINHOE.—A Five-roomed BUNGALOW on Barker Road, The Peak, commanding a splendid View of the Harbour, and only a short distance from the Plantation Road Station.

Apply to J. S. VAN BUREN, 20, Des Voeux Road.

Hongkong, April 12, 1905. 874

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver to Sell by Public Auction,

on

THURSDAY,

the 11th May, 1905, at Noon, at Causeway Bay,—

The Steam Launch

COMPETITOR,

formerly known as

COURIER.

Particulars:

Length Between Perpendiculars 63 ft. 8in.
Breadth Extreme ... ... 11 ft.
Depth Moulded ... ... 5 ft. 3in.
Gross Tonnage ... ... 22 tons.
Nett Tonnage ... ... 10 tons.
Working Pressure ... ...100 lbs.
Boiler—Steel 4 ft. 6 in. Diameter, 6 ft. 5 in. long.
Engines—Compound, Non-Condensing.
Cylinders—H.P. 7½", L.P. 14", Stroke 9".

A Steam Launch will leave Blake Pier at 11.30 A.M. to convey intending purchasers.

Terms:—As usual.

HUGHES & HOUGH, *Government Auctioneers.*

Hongkong, May 9, 1905. 945

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY and SATURDAY,

the 12th & 13th May, 1905, commencing each day at 2 P.M. sharp, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

A Very Fine Collection of JAPANESE CURIOS AND WORKS OF ART,

Comprising:—

Silk-embroidered Palace and Temple Hangings, Bed Covers, Cushions, Very Fine Satsuma Tea Sets, Vases, Wall Plates, Incense Burners, Bronze and Brass Vases, Silk-embroidered Screens, Gold and Silver Cloisonne Ware, Ivory Carvings, Gold Lacquered Cabinet, &c., &c., &c.

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, May 6, 1905. 927

PUBLIC AUCTION.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1905, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND above Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1899.

Particulars of the Lot.

No. of Sale	Registry No.	Locality	Boundary Measurements N.	E.	S.	W.	Contents in Square feet	Annual Rent	Upset Price
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1711	Conduit Road	25	91	124.9	75	8,568	60	1,285

930

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m....Every 30 minutes.
7.30 a.m. to 8.00 a.m....Every 10 minutes.
8.00 a.m. to 8.30 a.m....Every 15 minutes.
8.30 a.m. to 9.30 a.m....Every 10 minutes.
9.30 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 3.00 p.m....Every 15 minutes.
3.30 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m....Every 15 minutes.
9.00 a.m. to 9.30 a.m....Every 30 minutes.
9.30 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, *General Managers.*

Hongkong, December 30, 1904. 1061

CHINESE SCHOOL BOOK

II.—Ts'in Tsz Man.

Translated into English by Dr. E. J. EITEL.

Price, 40 Cents.

China Mail Office, 5 Wyndham Street.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS of LIQUOR served with Meals. Special Rates to Monthly Boarders.

No. 51, DES VOEUX ROAD CENTRAL.

Hongkong, March 14, 1905. 532

HOTEL METROPOLE,

THE FAVOURITE AND POPULAR SUMMER RESORT.

UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. R. NEWBOLD, *Proprietor.*

Hongkong, April 1, 1905. 606

ENO'S INVALUABLE IN ALL FUNCTIONAL 'FRUIT DERANGEMENTS OF THE LIVER. SALT.'

The value of ENO'S 'FRUIT SALT' cannot be told. Its success in Europe, Asia, Africa, America, Australia, and New Zealand proves it. THERE IS NO DOUBT THAT where it has been taken in the earliest stages of a Disease, it has, in innumerable instances, PREVENTED what would otherwise have been A SERIOUS ILLNESS.

CAUTION.—*See Capsule marked* ENO'S 'FRUIT SALT.' *Without it you have a WORTHLESS IMITATION.*

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG., by J. C. ENO'S Patent.

Sold by Chemists, &c., everywhere.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

Dep.		Steamer.	Destination.	Mail due London about.		Due.	
May	16	M. M. Australien	Marseilles	June	13	May	14
,,	20	P & O. Chusan	London	,,	18	,,	25
,,	24	G. M. S. Roon	Hamburg	July	2	July	6

CANADIAN MAIL.

Dep.		Steamer.		Destination.	Due.	
1905					1905	
May	24	C.P.R.	Athenian	Vancouver.	June	17
,,	31	do.	Empress of China	do.	,,	21
June	21	do.	Empress of India	do.	July	12
July	5	do.	Tartar	do.	July	29
July	12	do.	Empress of Japan	do.	Aug.	2
Aug.	2	do.	Empress of China	do.	Aug.	23
Aug.	9	do.	Athenian	do.	Sept.	2
,,	23	do.	Empress of India	do.	,,	13

AMERICAN MAIL.

Dep.		Steamer.		Destination.	Due.	
1905					1905	
May	24	P.M.S.	Manchuria	San Francisco	June	20
,,	31	O. & O.	Doric	do.	,,	27
June	13	P.M.S.	Korea	do.	July	11
,,	22	O. & O.	Coptic	do.	,,	21
July	6	P.M.S.	Siberia	do.	Aug.	4
July	18	P.M.S.	Mongolia	do.	,,	15
,,	28	P.M.S.	China	do.	,,	25

AUSTRALIAN MAIL.

Dep.		Steamer.	Destination.	Due.	
1905				1905	
May	13	C. N. Tsinan	Sydney.	June	5
May	29	N. D. L. Prinz Sigismund	do.	June	21
June	9	C. N. Changsha	do.	July	2
June	10	E. & A. Eastern	do.	July	1
July	5	C. N. Chingtu	do.	July	28
July	12	E. & A. Australian	do.	Aug.	2
Aug.	2	C. N. Taiyuan	do.	Aug.	25
Aug.	9	E. & A. Empire	do.	Aug.	30
Aug.	14	C. N. Tsinan	do.	Sept.	8
Sept.	6	E. & Eastern	do.	Sept.	27
Sept.	19	C. N. Changsha	do.	Oct.	12

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Hongkong
Albion	battleship, 1st class	12,950	42	13,500	Captain Sydney R. Fremantle	Hongkong
Algerine	sloop	1050	6	1400	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt Charles Windham, C.V.O	On way London
Andromeda	cruiser, 1st class	11,000	16	16,500	Capt. R. N. Ommanney	Mirs Bay
Astraea	cruiser, 2nd class	4360	10	—	Captain L. G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4360	10	7000	Capt. H. H. Torlesse	Mirs Bay
Bramble	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Britomart	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegen	Mirs Bay
Cherub	water tank and tug	390	—	300	—	Hongkong
Fame	torpedo boat destroyer	360	6	5700	Lieut.-Comdr. Stevenson	Hongkong
*Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Walter G. Stopford	Mirs Bay
Handy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Com. Richards	Hongkong
Hecla	Special Torpedo-vessel	6400	—	2400	Capt. E. F. B. Charlton	Mirs Bay
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Mirs Bay
Humber	storeship	1640	—	800	Lieut.-Comdr. F. M. Riadore	Mirs Bay
Iphigenia	cruiser, 3rd class	3600	17	9000	Captain W. B. Fauckner	Singapore
Janus	torpedo boat destroyer	280	6	3900	Reserve	Hongkong
Kinsha	river gunboat	—	4	—	Lt.-Comdr. E. V. R. Dugmore	Yangtsze
Moorhen	river gunboat	180	2	800	Lt.-Comdr. F. B. Noble	West River
†Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Mirs Bay
Otter	torpedo boat destroyer	350	6	6300	Reserve	Hongkong
Phoenix	sloop	1015	6	1400	Reserve	Hongkong
Rambler	Surveying-vessel	835	6	650	Comdr. C. E. Mouro	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	West River
Rosario	sloop	—	—	—	Reserve	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Com. H. T. Attay	West River
Sirius	cruiser, 2nd class	3600	8	9000	Capt. C. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lt.-Comdr. Davidson	Yangtsze
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain Wm. L. Grant	Singapore
Taku	torpedo boat destroyer	250	6	6500	Reserve	Hongkong
Tamar	receiving ship	4650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. E. Lecretan	Yangtsze
Thetis	cruiser, 2nd class	3400	8	9000	Capt. J. A. C. Wilkinson	Singapore
Tweed	coast defence gunboat	—	—	—	Reserve	Hongkong
Vengeance	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, C.M.G.	On way Hongkong
Virago	torpedo boat destroyer	355	6	6300	Lieut.-Comdr A. Gregory	Hongkong
Waterwitch	surveying ship	620	—	450	Comdr. R. W. Alennie	Hongkong
Whiting	torpedo boat destroyer	350	6	5900	Lieut.-Com. C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtsze
Woodlark	river gunboat	150	2	500	Lieut.-Com. Jno. F. Kuex	Upper Yangtsze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirtl Franz	Swatow
Achéron	French armoured gunboat	1796	10	1700	Comdr. Laferriere	Saigon
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	—	500	Lieut. Crespin	Canton
Aspic	French gunboat	475	8	450	Lieut. Journet	Saigon
Avalanche	French gunboat	140	5	150		Haiphong
Bengali	French gunboat	580	6	400	—	Saigon
Bugeaud	French cruiser	3740	29	3000	Capt. Lefèvre	Saigon
Casse-tete	French gunboat	140	5	150		Haiphong
*Châteaurenault	French cruiser	8018	18	17,000	Captain V. Poidlone	Saigon
Comete	French gunboat	525	4	438	Commander Louel	Haiphong
Decidée	French gunboat	690	10	900	Commander L'East	Saigon
D'Assas	French cruiser	4000	31	9500	—	Saigon
Estoc	French gunboat	—	—	—		Haiphong
Froude	French destroyer	350	7	303	Lieut Jehenne	Haiphong
Gueydon	French cruiser	9376	36	20,200	—	Shanghai
Henri Riviere	French gunboat	—	—	—		Haiphong
Javeline	French destroyer	307	7	300	Lieut.-Comdr. Beaussant	Haiphong
Kersaint	French gunboat	1250	6	2200	Commander Le Golleur	Shanghai
†Montcalm	French cruiser	9700	12	19,600	Captain Cros	Haiphong
Mousquet	French torpedo-boat	350	7	300	Lieut. de Vean Prat	Haiphong
Olry	French gunboat	—	—	—	Capt. Hourst	Yangtsze
Pascal	French cruiser	4015	27	8500	Comdr. Sennes	Hongay
Pistolet	French torpedo-boat	350	7	500	Lieut. de Woerth	Haiphong
Redoutable	French cruiser	9437	8	6071	—	Saigon
Styx	French cruiser	1796	10	1700	Capt. Vincent	Saigon
Sully	French cruiser	9856	—	20,000	Captain Guiberteau	Shanghai
Surprise	French gunboat	629	2	900	Lieut. Holguo	Shanghai
Takiang	French gunboat	—	—	—	—	Yangtse
Vauban	French cruiser	6150	23	4560	Captain Blondel	Along Bay
Vigilante	French gunboat	123	7	500	Lieut. Carol	Canton
Bussard	German cruiser	1857	15	2900	Comdr. Huss	—
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Prewe	—
Geier	German cruiser	1776	15	2860	Comdr. von Studnitz	Manila
Hansa	German cruiser	6230	34	10,000	Capt. Weber	Singapore
Hertha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmann	—
Iltis	German gunboat	1000	10	1360	Comdr. Baron von M. Hüllessem	Singapore
Jaguar	German gunboat	900	10	1300	Comdr. Kloebe	Nanking
Luchs	German gunboat	850	10	1344	Comdr. Kroencke	Amoy
Möwe	German gunboat	1009	8	875	Comdr. von Grumbkow	Hongkong
Seeadler	German cruiser	1640	15	2800	Comdr. Persius	Manila
Thetis	German cruiser	2660	24	8000	Captain Voit	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Deimling	Shanghai
Tsingtau	German gunboat	170	5	1300	Comdr. Giebber	Canton
Vorwärts	German gunboat	—	3	500	Lieut. Scharf	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Borea Ricci	—
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Pescetto	Shanghai
Adamastor	Portuguese cruiser	1960	14	4900	Captain d'Antas Ribeiro	Macao
Diu	Portuguese gunboat	720	—	—	Captain Coutinho	Hongkong
Vasco de Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	—
Aleout	Russian gunboat	810	6	750	Comdr. Guinter	Vladivostock
Amur	Russian cruiser	2600	5	4700	Comdr. Gramatchikoff	Port Arthur
Askold	Russian cruiser	6000	27	24,000	Capt. Reitzenschtein	Shanghai
Bayan	Russian cruiser	7800	10	16,500		Port Arthur
Bobre	Russian gunboat	1050	8	1150	Comdr. Erjeckovitch	—
Bogatyr	Russian cruiser	6640	12	19,500	—	—
Diana	Russian cruiser	6731	6	8000	—	Saigon
Djighit	Russian gunboat	1456	3	1700	Capt. Nasarowsky	Port Arthur
Gaidamak	Russian gunboat	500	9	2500	Comdr. Yourieff	Port Arthur
Gremiastchy	Russian gunboat	1490	6	2000	Comdr. Zagarausky	—
Gromoboi	Russian cruiser	12,364	44	14,500	Captain Jessen	Vladivostock
Guiliak	Russian gunboat	1000	6	1000	Comdr. Shumoff	—
Mandjour	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Novik	Russian cruiser	3000	6	17,000	—	Shanghai
Otvajny	Russian gunboat	1490	6	2000	Comdr. Vasilieff	Port Arthur
Peresviet	Russian battleship	12,674	16	14,500	Captain Koroleff	—
Petropavlovsk	Russian battleship	10,960	16	10,600	Captain Jakovleff	
Pobeda	Russian battleship	12,674	15	14,500	Capt. Zatzareleng	Dalny
Poltava	Russian battleship	10,960	16	10,600	Captain Oseroff	Port Arthur
Rasboynick	Russian cruiser	1334	10	1786	Comdr. Liven	Port Arthur
Retvizan	Russian battleship	12,902	16	16,000	—	Port Arthur
Rossia	Russian protected cruiser	12,200	68	17,000	Captain Sepelrennipoff	Vladivostock
Rurik	Russian protected cruiser	10,923	26	13,250	Capt. Matusevich	—
Sevastopol	Russian battleship	10,960	16	10,600	Captain Serebrennikoff	Port Arthur
Silatch	Russian gunboat	950	2	1125	Lieut.-Comdr. Ivanoff	Port Arthur
Vsadnik	Russian gunboat	500	9	3300	Comdr. Zagorlansky-Kiesel	Port Arthur
Zabiyaka	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Manila
‡Baltimore	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Callao	U. S. gunboat	298	10	600	Lieut. Dismaker	Manila
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Chefoo
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garnell	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Elcano	U. S. gunboat	560	10	6000	Lt.-Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1392	8	1988	Comdr. P. E. Sawyer	Manila
Monadnock	U. S. monitor	3990	6	3000	Captain Mahan	Shanghai
Monterey	U. S. monitor	4084	4	5244	Comdr. J. B. Milhen	Cavite
New Orleans	U. S. cruiser	3437	20	7500	Commander G. B. Harbe	Manila
Oregon	U. S. cruiser	10,288	45	11,111	Captain Burwell	Manila
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Paragua	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4000	14	—	Capt. J. B. Collins	Manila
Raleigh	U. S. cruiser	3213	18	7500	Comdr. Marshall	Shanghai
San Francisco	U. S. cruiser	4098	27	9913	Captain Very	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
Wilmington	U. S. gunboat	1397	8	1894	Commander A. W. Dodd	Manila
Wisconsin	U. S. flagship	12,000	50	12,609	Captain Clover	Manila

‡ Flagship of Rear-Admiral Folger.

There is also a Philippines U.S. Squadron.

* Flagship of Rear-Admiral de Jonquières.

† Flagship of Vice-Admiral Bayle.

TANSAN

NATURAL MINERAL WATER

BOTTLED AT THE SPRINGS

AT TAKARADZKA

BY

J. CLIFFORD-WILKINSON,

KOBE, JAPAN.

Per Case of 48 Pints..... $6.50
Per Case of 100 Splits..... $8.00

AN invigorating Sparkling Tonic Table Water either taken by itself or mixed with Wines, Spirits, Stout or Milk, invigorating in lassitude and debility so common throughout the East.

Its curative properties in Gout, Dyspepsia Rheumatism, Anæmia can be testified to by cases that have derived great benefit by its use from time to time.

'NIWO'

A NATURAL MEDICINAL WATER.

BOTTLED AT THE SPRINGS AT TAKARADZKA, BY J. C. W.

This Water, besides being aperient, contains a large proportion of Ferruginous Salts, which property commends its use before any other Mineral laxative.

FOR CONSTIPATION. Take a tumbler hot half-an-hour before rising.

FOR GOUT. Take half a tumbler-full half-an-hour after meals and before retiring.

FOR HEARTBURN, OR FLATULENCY. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION. Take a tumbler-full before rising and retiring.

$ 9.00 a case of 48 Quarts.
„ 2.50 a Dozen Bottles.

H. PRICE & CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, January 3, 1905. 15

WM. POWELL,

LIMITED.

ALEXANDRA - - - - BUILDINGS,

Des Vœux Road.

NOW ON SHOW

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NEW

Patent Portable Sanitary Commode,

which We are SOLE AGENTS for

IN THE FAR EAST.

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THERE IS ONLY ONE

CLUB

WHISKY

in this Colony that has stood the test of years. It is

$14.00

PER DOZEN,

and is Sold and Owned by

H. PRICE & CO.,

12, Queen's Road Central.

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MEMOS. FOR TO-MORROW.

Auction.

Noon—Auction of Steam Launch, at Causeway Bay.

Miscellaneous.

Goods per *Kumsang*, undelivered after Noon on this date will be landed.

General Memoranda.

FRIDAY, May 12:—
2 p.m.—Auction of Japanese Curios and Works of Art, &c., at Messrs Hughes & Hough's Sales Rooms.

SATURDAY, May 13:—
3 p.m.—Meeting of Praya East Reclamation in Old Chamber of Commerce Room, City Hall.

MONDAY, May 15:—
3 p.m.—Auction of Crown Land at the Public Works Department's Offices.
2.15 p.m.—Meeting of His Majesty's Justices of Peace at Magistracy.

THURSDAY, May 18:—
Noon—Meeting of Wm. Powell, Ld., at the Co.'s Premises.

RELIEF AFTER SIX YEARS.—Mrs M. A. Clark, of Timberry Range, N. S. W., Australia, writes: 'I wish to inform you of the wonderful benefit I have received from your valuable medicines. I suffered from a severe cough for six years and obtained no relief until I took Chamberlain's Cough Remedy. One bottle cured me and I am thankful to say that I have never had the cough since. Make any use of this letter that you like for the good of any other poor sufferers.' For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

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The following Brands are recommended as high-class Wines, of superior quality.

		Per doz.
B.	SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	$12.00
C.	MANZANILLA, PALE NATURAL SHERRY, White Capsule	13.50
CC.	SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule	16.00
D.	VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule...	18.00
E.	EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality, (old bottled), Black Seal Capsule	27.00

'D.' and 'E.' are Favourite Wines all over the Far East, and are specially recommended.

A. S. WATSON & CO., LIMITED,

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, WEDNESDAY, MAY 10, 1905.

THE COMING BATTLE.

IT would appear as if, after all, the Russian Admiral will not at present risk a great sea fight with his Japanese enemy. Recent information advices that the objective of Admiral Rozhdestvensky is the port of Petropaulovsky situated on the south-east shores of Kamschatka. This town, though comparatively unknown to ordinary readers, was a seaport of some pretensions, and boasted of some naval institutions, by means of which facilities were to hand for refitting the small ships of bye-gone days. These activities, however, were some time ago transferred to Nikolaievsk, a town on the mouth of the Amoor river, which debouches into the narrow straits between the mainland and the island of Sagalien. What facilities the port now has for ministering to the needs of a huge squadron of modern battleships, with its accompanying fleet of colliers, the ordinary reader has no means of assuring himself. It may be assumed that, as this huge armament proposes to evade the Japanese fleet, for the present, and also ignore Vladivostock, that preparations have been made which will meet the absolute needs of the Russian Admiral, should he be fortunate enough to reach this far-off northern port. It was expected, indeed, it was assumed, that a great sea-fight would have been waged between the hostile fleets in the early summer, and that on the issues of this engagement, if it were at all general, the future of the entire war would hang. This may happen yet. The Japanese will be wideawake, and so effectually scout the seas, as to discover the proposed route of Rozhdestvensky, supposing the information to be correct. The Japanese Admiral may force a battle and so decide the fate of the war. He has everything to gain by such a course, for the Russian fleet, after its long and leisurely cruise, with its intermittent rests, and doubtful prospects, as well as with the instability of the Russian Government rising before the men like a grim spectre, can hardly be expected to be in possession of the requisite morale, which is so helpful to successful fighting, and so absolutely essential to a far-reaching and complete victory. The Japanese will, without doubt, be eager to meet their foe, and once for all measure arms with him. Before Nelson was fortunate to fall in with the combined fleets of France and Spain at Trafalgar, Admiral Villeneuve, accompanied with some Spanish men-of-war, managed to allure the English seaman to the West Indies. The purpose of the French Admiral was to elude the pursuing squadron, secretly return to Cadiz, and there form a junction with the French fleet at Brest. He then intended to crush the section of the English fleet which guarded the Channel before the dreaded English Admiral could assist. But Nelson, with sleepless energy, when he discovered the manœuvre, followed so swiftly, that clever though the plans were, they were frustrated, and the ambitions of Napoleon, based on the assumption of Villeneuves' success, were brought to nought, and thrown into ignominious confusion and ruin. Will something of the same kind happen now? Will there be an attempt to elude and evade the Japanese fleet? Will the Japanese Admiral prove so wideawake that escape will be impossible and therefore the attempt futile? These and other questions may easily be asked, to which no reliable answers can be given at present. We must await the development of events, and these only can make what will be history plain before our eyes. Certainly the undertaking outlined before us here is one of gigantic magnitude. Moreover it is one which appeals to the imagination with great force. It is ambitious. It will give the direct contradiction to all the probabilities which have been entertained. Earlier in the progress of events it was freely affirmed, that the difficulties in the way of the Baltic fleet ever ploughing the Chinese seas were so great that they would not be overcome. These vaticinations have proved themselves to have been ill-founded. The fleet is here. If the northern seaport should be reached, and if it offers any considerable facilities for ministering to the needs of the fleet, and can be made a temporary base, Rozhdestvensky will certainly be in a position to harry the northern coasts of Japan, and inflict considerable injury upon her shipping. Moreover, if he can reach this base, and in his own time, more or less, cripple the ships or some of the ships of Japan, he will expose the vast armies now in Manchuria to a very unpleasant predicament. Further he can prolong the war to an indefinite period. This will press heavily upon the purse and spirit of both countries, but perhaps more weightily upon the purse and people of the island kingdom. On the whole the position is one of considerable uncertainty, and no one can clearly foresee what the future will disclose.

EDITORAL COMMENT.

FRENCH NEUTRALITY.

The startling disclosures made by Mr W. H. Donald, our special correspondent, now at Saigon, with regard to the action or inaction of the French authorities in Indo-China, verify the persistent rumours that have been current for some time in connection with the alleged breaches of neutrality by France. There can be no doubt now that France is entirely cognisant of the fact that the Russians are still in French territorial waters, and there is every ground for the belief that France knew all along that the Russians were sheltered in refuges along the coast. It would be an insult to the intelligence department of Russia's ally to think otherwise, and her persistent denials therefore are all the more culpable. Besides this we have direct and unassailable evidence of the strict censorship that France, by her representatives at Saigon, is exercising over telegrams regarding the Baltic Fleet. As will be seen from our correspondent's letter, (published in another column) a telegram was sent from Saigon on May 5, refuting the statement that the Russians had left the coast of Annam and giving distinct and accurate information of their whereabouts on the previous day. That telegram was not delivered here, as our correspondent anticipated, but subsequent messages have been allowed to pass; whether they have been mutilated in any way we are unable at this stage to say, but further advices will doubtless be received which will set this matter at rest. This action on the part of France (or her representative at Annam, is utterly unwarrantable in her position of a professed neutral. Were she engaged in the present war such censorship would be permissible, but as she is situated at present her actions pass all understanding. As pointed out by the *Standard* in our special telegram from London it will be incumbent upon England to stand by her ally—regardless of the entente—should Japan call upon her for assistance, in which case France—and France alone—would be directly to blame. The position is indeed becoming serious, nay critical even, and what the outcome will be remains for the future to say.

LOCAL AND COAST NEWS.

Hongkong and Shanghai Bank Directors.

Owing to his departure for home, Mr H. E. Tomkins, Chairman of the Hongkong and Shanghai Banking Corporation, resigned his seat on the Board of Directors. Mr H. A. W. Slade, Deputy Chairman has been elected Chairman in his place, and Mr A. Haupt has been elected Deputy Chairman. Mr F. Salinger (of Messrs. Reiss and Co.) has been appointed to the seat on the Board vacated by Mr Tomkins.

Labour Unions in Manila.

Under the caption of 'No Cablenews On Sunday; The Union Has Ordered It' the *Cablenews* says:—There will be no *Cablenews* published to-morrow. The labor unions make a fiesta to-day and the printers refuse to work. The publisher of the *Cablenews* was notified last night that his force had been ordered to abstain from labor, and willy-nilly he had to submit. The *Cablenews* regrets this shabby treatment of the public but as the Philippines are for the Filipinos, perhaps it is as well to get used to the dictation of the native union now as later. After all, we take life too seriously in these tropic isles and it were better to cease from strenuousness. We had aimed to publish a daily paper and so started out. We had to cut out the Monday paper because the oppressed mechanic wanted to visit the cockpit on that day of rest, and a fortnight ago two days, Thursday and Friday were cut from the newspaper calendar by religious feasts. Now we regret to say that Tuesday will be the next publishing day. The Baltic fleet may ramp and roar and the Itchyvitchskys may revolute but the Filipino says he won't work, and we must bow to his utimtum. However we shall speak of this matter to Br'er Taft when he comes here, and ask him to intercede with our force in the interests of our readers.

Justice for Ireland.

Addressing the members of the Liberal League on April 13 Lord Rosebery expressed a hope that the Liberals would, if returned to power, grant generous justice to Ireland without hope of gratitude, and without expectation of immediate results. The ex Prime Minister also predicted that the House of Lords would prove aggressively and offensively Tory regarding Liberal legislation.

DON'T wait until you catch cold, but begin now with *Stearns' Wine* in moderate doses to build up and strengthen the body.

WHEN SUFFERING from a cold and you fear an attack of pneumonia, secure a bottle of Chamberlain's Cough Remedy and use it judiciously. There is no danger from this disease when this remedy is used. It always cures and cures quickly. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

LOCAL AND COAST NEWS.

Lieut. J. C. M. Doran returned from leave per R. I. M. S. "Dufferin."

H.M.S. "Glory," "Ocean," "Centurion," "Hogue," and "Andromeda" left the harbour this morning for Mirs Bay.

Church Notes for May announce that the new Dossal, Frontal and Carpet in the Peak Church, paid for by subscriptions collected by Mrs Layton, have been placed in position.

In the current issue of *Church Notes* Mr Chapman and the members of the Choir are complimented on the excellent and devotional manner in which the musical portions of the services were rendered on Easter Day.

A Chinaman was ordered to pay a fine of $100 or be imprisoned for three months' with hard labour, at the Magistracy this morning, by Mr F. A. Hazeland, for trespassing in the grounds of the Government Civil Hospital.

We understand that the doctor's report concerning the death of Mrs Murphy (reported yesterday) is to the effect that death was due to cerebral hemorrhage due to disease and not to injury. In the circumstances it is probable that an inquest will be dispensed with.

The Rev. W. J. Southam, B.D., who has done such good work in Hongkong during the last five years in connection with the Young Men's Christian Association, left for England with Mrs Southam on Wednesday, April 12th. Mr Southam has frequently helped us in the Cathedral and his services have always been greatly appreciated. We should also have chronicled before this the departure of the Rev. F. Icely, R.N., who has been succeeded as Chaplain of H.M. Dockyard by the Rev. C. Gordon-Vaudin, R.N.—*Church Notes.*

The Bishop's Tour.

The Bishop of Victoria (says *Church Notes*) left Hongkong on Thursday, April 27th, on a Confirmation tour in the Fuhkien Province. The Bishop hopes to return early in June and on Wednesday, June 21st, he will leave for England, with his family, in the R.M.S. "Empress of India" via Vancouver and Montreal. We understand that the Bishop had not intended to go home this year but the exigencies of his work make it advisable that he should go now rather than wait until next year.

In Memoriam.

A national festival opened at Tokio on May 3, and will be continued till to-morow in memory of over 30,000 men who had fallen in the war up till the end of last January. The Emperor and Empress were indisposed, but H. I. P. Prince Fushimi was present as proxy for His Majesty in the forenoon and Prince Kanin attended on behalf of the Empress. There is intense enthusiasm; the city is en fête. Families have come up to the metropolis from all parts of the country and the trains have overflowed.

Big Blaze at Kowloon.

Kowloon was again the scene of another fire this morning. About 11 o'clock a matshed, near the Water Police Station, containing a large quantity of coal, took fire, and before the efforts of the fire brigade could take effect, the whole of the structure was burned down. The fire engines from Yaumati and Tsimshatsui were early on the scene, but a considerable time was was lost in getting out the hose previous to turning on the water. An eye-witness of the scene informs us that had it not been for the prompt turning out of the Godown Co.'s staff, more damage would have been done, and in fact the fire was put out by the use of buckets filled with water. At twelve o'clock the coal was still burning.

Wedding at Amoy.

Amoy has been quite stirred by a marriage that has taken place, says our correspondent. The contracting parties were Mr Hawkes, of Messrs Watson and Company, and Miss Gaskill, one of the residents of this place. The ceremony was first performed at the British Consulate and afterwards in the church. This was gaily decorated with flowers and evergreens and a numerous company of ladies and gentlemen assembled to witness the ceremony. Fortunately the rain had ceased and the sun shone out brightly, thus adding to the cheerfulness and the interest of the occasion. Needless to say, the bride looked very charming, while the bridegroom seemed as composed as men usually are under such circumstances.

STEARNS' HEADACHE CURE, can be obtained from all dispensaries (quickly by post). Never be without the Genuine.

COLDS are quickly cured by Chamberlain's Cough Remedy. It acts on nature's plan, loosens the cough, relieves the lungs and opens the secretions, effecting a permanent cure. It counteracts any tendency of a cold to result in pneumonia. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

BY TELEGRAPH.

[REUTER'S SERVICE.]

ANTI-SEMETIC FEELING IN WARSAW.

LONDON, May 8.

There is a strong anti-semetic feeling in Warsaw in consequence of the Jewish shopkeepers and cabdrivers ignoring the socialists.

Prominent persons are persuading the Governor to investigate the disturbances on the 1st instant, with a view to allaying popular irritation.

JAPAN'S COMPLAINTS.

The Danger to France.

The Times in a significant article says that no more deplorable error could be committed by France than to suppose that the complaints of Japan can be treated lightly; while everything will be done to prevent a rupture of the entente, France must remember that England will have no choice but to comply, if the facts alleged by the Japanese are established, and Japan asks us to fulfil the obligations of the alliance.

The Japanese Minister had a prolonged interview with M. Delcassé on Sunday. The markets are weak on the international situation.

Lord Lansdowne has made earnest representations to France in reference to the necessity of a strict observance of neutrality.

An official statement in Paris says that the Government has not only sent the most positive instructions, to the authorities in Indo-China to enforce neutrality regulations, but has unremittingly seen to the execution of these instructions.

FOR VALOUR.

A Native Officer Decorated.

Yesterday morning His Excellency Major General Villiers Hatton paid a visit to the barracks at Kowloon for the purpose of inspecting the 127th Baluchis, who have recently arrived here from India. The 119th Infantry paraded at the same time and the two regiments, drawn up in line of quarter column, under Colonel Aitken, 119th Infantry, received the General at 9.30 o'clock.

Before the inspection was commenced the General took the opportunity of personally decorating Subadar Bhairo Gujar, 119th Infantry, with the Third Class of the Order of Merit. The details of the incident for which this gallant native officer received his decoration are worth recording.

During the early stages of the campaign in Somaliland, Subadar Bhairo Gujah was proceeding with a mounted infantry detachment to the scene of war, and on the march saw a good deal of hard fighting.

At the action of Jidballi, on December 19, 1903, he set his men a fine example. A sepoy of his regiment was dismounted and hard pressed by the enemy, but the gallant Subadar wheeled his pony and returned alone to the rescue. In the face of a heavy fire from the enemy's horsemen, who were not more than fifty yards distant, the officer reached the sepoy, swung him into the saddle and carried him out of action. It was a brave act—worthy a brave man! For this heroism he was awarded the decoration which Major General Villiers Hatton pinned to his breast yesterday before the assembled troops.

TROUBLE ON A SHIP.

Charge Against a Chief Officer.

A case came before Mr F. A. Hazeland, at the Magistracy this afternoon in which Captain R. Dower of the steamer "Kensington" proceed against W. Hamming, chief officer, for neglecting his duty. The defendant was charged under the Merchants Shipping Ordinance and Mr J. Hayes appeared to prosecute.

Captain Dower said that his steamer was about to engage in the trade of carrying Chinese passengers to Mexico and it was necessary that his officers should be sober and reliable. The defendant at times drank excessively. Witness ordered him to shift some wood from one part of the hold to the other on May 8 but he did not do it properly. The wood was thrown into the bottom of the hold and it would have to be hoisted up again. He was very drunk at the time and throwing his certificate down in front of witness said he could do what he liked with it. On Monday afternoon the Shipping Master was on board and witness also told him he could send his certificate to the Board of Trade as he had no further use for it.

Dr Grone gave evidence of having examined the defendant on board of his steamer yesterday. He complained of dropsy of the feet and had that disease, his heart was weak but not diseased. His state of health might have been brought on by excessive drinking.

Mr Hazeland said that the defendant was charged with neglect of duty but the only evidence against him in support of it was that about the wood. He was not satisfied that there was actual neglect of duty. The Ordinance provided certain means of suspending an officer and the Captain could resort to them if he wished. The summons was dismissed.

DANIEL Devine, a young man who publicly professed conversion at a revival meeting recently, was sent to prison at Swansea for four months for stealing £6.

BY TELEGRAPH.

[CHINA MAIL'S SPECIAL SERVICE.]

THE BALTIC FLEETS.

HOSPITAL SHIP AT SAIGON.

Loading Stores for the Russians.

(From Our Special Correspondent.)

SAIGON, May 9, 11.20 a.m.

The situation here is unchanged.

The Russian hospital ship "Kostroma," under the command of Prince Maurocordats, is still in port and is loading necessary stores.

Her officers do not state when they are departing, but have volunteered the information that they have orders to join the Baltic Fleet later on.

STILL IN FRENCH WATERS.

French Authorities Anxious.

Enforcing Neutrality.

The authorities here are very anxious regarding the continued presence of the Baltic Fleet off the coast of Indo-China.

The French cruiser "Descartes" and the torpedo-boat destroyers "Mousquet" and "Pistolet" are being despatched to patrol the vicinity of Van Fong Bay, near where the Baltic Fleet were anchored during the past few days.

I am proceeding along the coast shortly.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
[SUPPLIED BY REUTER via BOMBAY.]

[Received on May 9, at 7 p.m.]

FLEET LEAVES HON-KOHE BAY.

Enters Another Bay.

LONDON, May 9.

A telegram from Saigon, under date May 8, states that the Russians have left Hon Kohe Bay.

They took a southerly course and finally entered another refuge.

REQUESTED TO LEAVE.

Rozhdestvensky Complies with French Demands.

While in this bay the Baltic fleet were located by the French Naval ships and were requested to leave.

Admiral Rozhdestvensky replied that he was leaving immediately.

FRENCH NEUTRALITY.

The 'Standard's' Comments.

Advice to Japan.

The *Standard*, referring to the question of France's neutrality, remarks that it is not surprising that the Japanese should feel bitterly aggrieved at the assistance given to the Russians.

The journal trusts that the Japanese will refrain from any semblance of dictation from Tokio, and expresses the opinion that Japan would be playing the same game as St. Petersburg by introducing into the war new factors of incalculable magnitude.

STILL AT ANCHOR.

NOW SHELTERING IN HONCOHE BAY.

French Neutrality.

(From Our Special Correspondent.)

S.S. ARMAND BEHIC, OFF CAMRANH BAY, MAY 4, 1905.

Whatever justification the French authorities might have—or deem that they have—for allowing the Russian fleet to shelter in harbours on the coast of Annam, they certainly cannot claim freedom from responsibility for breaches of neutrality on the grounds of ignorance of the fact's whereabouts or that it is anchoring outside territorial waters. Every day merchant

ships pass along the coast, and every day—unless the land has been hidden by fogs, which it has not been—these ships observe the Russians and duly report them upon arrival at Saigon—if they are going that way—or at Hongkong when steaming in a northerly direction. This intelligence must come to the ears of the French authorities, and if it is their desire to strictly observe neutrality obligations, and their wish to give no offence to Japan such as might cause that nation to demand the assistance of her ally, they would surely despatch one or more of their fleet to warn the tardy Russians to depart.

Apparently no attempt has been made to do such a thing, and the authorities have no intention of doing it, why? That is the question! Only recently, in response to a demand from Japan that justice should be done, the French Government cabled to the Governor-General of Indo-China to see that neutrality law was carried out to the letter. Or at least we are told that such was the case. If the French Government did such a thing, then she is in the happy, or unhappy, state of employing a Colonial Governor who does not obey her, or who is powerless or afraid to enforce her orders, for the Baltic fleet was lying snugly at anchor in Honcohe this morning at 10 o'clock, and has apparently been there since the 28th of last month, when a steamer passed and sighted them there. In the face of this fact it is difficult to understand what France means or what she relies upon for defence in the event of the worst coming to the worst. She, of course, knows that the Japanese—who must prefer the charge—cannot say they have with their own ships of war, personally observed the Russians shored within territorial waters, but that would be a slender reed to lean upon since every officer and every passenger on this ship to-day saw them there and other officers of other ships have sighted them in the same spot previously. It is hard to believe that France, at all times credited with being an *arbiter elegantiarum*, would chuckle at the credulity of the world in such a manner, and that being so the question is why does she risk her neck—and the peace of the whole wide world—by allowing the Russians to utilise her shores so long and so consistently? The question is difficult to answer. Is it that she owes Russia a pound of flesh that is now demanded to the last grain—maskee the consequence, or is it that she is being defied by Russia, or is really being played with and deceived by her own Colonial governor? It is difficult to credit such a thing as the latter possibility, yet there must be some explanation. Here is the fleet to-day in Indo-China waters and here it has been for some days past—despite International law—and France tolerates its presence notwithstanding the menacing abyss of disaster which lies at her feet ready to engulf her. One will need to be a clairvoyant to ascertain France's mind, and as I am not that I must pass by conjectures and metaphysical problems and deal with plain facts.

Prior to leaving Hongkong to ascertain really whether the Baltic fleet had left the Annam coast, and to endeavour to secure passage with it into action, if that be its ultimate destiny, the writer, and the people of Hongkong in general, were asked by the Junior morning paper to believe that the fleet had actually departed. Some were sceptical, and being a sceptic I lived to see that the story was untrue and that not only had the fleet not departed but that it was very much in evidence in this vicinity.

Expecting to be in the locality where the Russians have been known to be hovering about, early this morning, all on the ship were agog. The day broke beautifully fine and clear, and we were certain of seeing all that was to be seen in brilliant sunshine. We were not disappointed. At seven o'clock Cape Varella was sighted away ahead in the mist of distance, and by eight o'clock the towering lone rock which surmounts it was on our starboard beam. We were rapidly entering the interesting zone, and we did not have to wait long before we were given an appetite that made us gulp our breakfast. A thin column of smoke was discerned ascending above a headland approximately ten miles south of the Cape, and all glasses were directed dead ahead. Tracing the smoke downwards to its source nothing could be discovered for some time, but at last three yellow funnels developed in the haze, and later a black hull came to view. The ship was a deeply laden collier—or transport—of considerable burden. She was, when we drew near, made out to be a Hamburg-America steamer, and was anchored alone about four or five miles from shore, no other vessels being within range of vision.

We were rapidly forging our way to Honcoha Bay, and there was considerable disappointment at not seeing more vessels about. The general verdict was that the fleet had gone, but a packing case floated by and raised hopes, and then well inshore a column of black smoke was seen ascending from behind a rocky islet. Glasses were searching every crack and cranny, but without result, and maledictions were hurled at binocular makers in particular and scientists in general for not manufacturing glasses capable of bringing into vision ships hiding behind islands. Though we watched that spot for an hour we could not see through or round it, but an hour's steaming down the coast allowed us to detect a channel about a mile wide between the island and the mainland, and anchored in the centre thereof was what we took to be a four-funnelled man-of-war. It was encouraging.

We pardoned the scientists and glued eyes and glasses upon another headland which seemed to emit smoke. A small steamer was moving about, and we made fast progress towards Honcohe Bay. At nine o'clock we suddenly opened up the stretch of water, and between an island and the mainland we saw the yellow funnels of a cluster of men-of-war. It is impossible to picture the excitement which prevailed. A number of Russian soldiers and nurses returning to Russia on our ship rushed to the rails and viewed the sight with palpitating hearts, and open mouths, and tear-dimmed eyes. I saw one pretty girl wearing the red cross hold both her hands out imploringly towards Russia's lost hope, and her lips moved as if she was saying, "Oh save us!" And the moujiks and the maids eventually cheered, and many of them cried as the little island was passed, and away in the bay the fleet that is to make or break Russia, seeming forlorn in the sunshine lay plainly visible and inactive,—waiting. I was reminded, as I counted out thirty or more vessels, of the motto of London: *Domine dirige nos*—'Oh Lord direct us'—and it seemed to me that this congeries of fighting machines knew not whither to move, and was waiting merely for inspiration. The inspiration will come with the reinforcements, perhaps, and then what next?

It is useless to conjecture. We were impressed with the snug manner in which the ships were sheltered well in the bay, many of the smaller craft being close inshore, and we marvelled how France could so allow herself to create a breach of neutrality and jeopardise her growing friendship with Great Britain and the peace of Europe.

Deny as she might that the fleet is, and has been within territorial waters longer than the period allowed by International law, the fact remains they were there to-day and they had the appearance of having been there a long time. All the hulls were painted black and the funnels yellow with black tops, and there were ships with one funnel, ships with two, and three, and four. We were not close enough in to distinguish their classes, but we were close enough to see their position and note their proximity to the northern shore of the bay. The expanse of water is not a great one, nor is the entrance extraordinarily large, but the capacity is great enough to take in a hundred or two of vessels, and the high hills around afford good shelter from any land gales which might be tempted to blow. But it looks as if wind has never disturbed the even swelling of the ocean's bosom hereabouts. A glimpse through the reading room window as I write discloses a placid blue sea, as smooth and as tranquil as Hongkong harbour in spring time, and inspires one with confidence in the ocean's benificence. But that is away from the point. The fleet in the Bay naturally engrossed the attention of all on board, and no one had eyes for anything else, until someone observed a two funnelled—the regulation yellow and black—steamer forging up towards us. As she approached it was seen that she was one of the Volunteer fleet. She did not molest us but dipped her Russian flag and passed on. She was patrolling in front of the bay looking for strangers, and we, being a mail steamer of her ally, were allowed to pass unquestioned. She came close to us, however, and we were able to take photographs and see the men on her decks. There were not many, but those who were there quickly espied their brothers and sisters on our fore peak, and they waved to one another vigorously until they were out of sight.

And so we left the lingering Russian fleet to its own devices. We passed on by Camranh and Cape Padaran—unknown to history and the world until recent weeks—and away on to Saigon, sighting nothing further but a small coasting steamer and a few odd fishing junks.

Not the least interesting fact in connection with our voyage is that we have on board Captain W. Roberts, who has been engaged to pilot the Russian fleet on to glory or to ignominy as the case might be. He comes from Shanghai and is well acquainted with the China Coast, having been voyaging about it for over 25 years. He has been a Shanghai pilot for 14 years and has a Master's certificate dated 1872. His experience has been varied, and he has some thrilling periods in his life, not the least being his connection with the trouble in the north in 1900. He was selected for his present post because he was well known to the Russian agents in the north, and it is said that he receives $30,000 if he pilots the fleet to Vladivostock safely. He himself hopes to do it.

Upon arrival at Saigon he reports himself to the interned officers of the "Diana" and later goes to the Admiral in charge of the fleet, to whom he delivers despatches from the north. He declares that he is the only pilot engaged and talks of his responsibilities lightly. The other day he told me he had a peculiar dream in connection with his mission, but that, as R. K. would say, is another story. I will tell it later on.

NEARING SAIGON.

The sight of the Russian fleet this morning has put new life into the religious soldiers. They have held religious service in the 'tween decks, and now they are having a demonstrative gathering on the fore peak. A man in a white coat and blue pants walks up and down before rows of bare-headed men, carrying a jug and a glass. He makes a staccato speech and then fills the glass. Presumably he calls on the men to toast the Czar's health. He fills the glass, holds it aloft, and then gives the sign to shout. The men do so with a will—and he drinks. The men get no share of the liquor, but they do all the cheering. They have been at it this last hour and seem disposed to continue, now and then varying the cheers with songs.

LATER.

At a quarter past seven this evening two torpedo boats, with usual lights, passed us going north-wards at full speed. It was too dark to distinguish what their nationality was, but the presumption is that they were French, and the idea comes that at last they carry a warning to the Russians to haul up their anchors and depart—but why French torpedoers should go upon such a mission at night-time is a mystery. To-morrow might reveal something in connection with them.

SAIGON, May 5.

I have just learned that the French authorities, who deny that the Baltic fleet is within territorial waters, are really censoring and delaying telegrams. I am in a few minutes about to lodge a telegram of which the following is a copy, and from its condition and the time it reaches you, you will be able to judge accurately whether France is assisting Russia or not.

"Mail, Hongkong. Despite assertions Balticers departed Annam, fleet still present territorial waters. Thursday eight morning sighted three-funnelled transport anchored ten miles south Cape Varella; also warship sheltering behind islet. Twenty-five miles south cape Varella whole fleet discerned sheltering Honcohe Bay. Volunteer cruiser patrolling at sea. Fleet included many three-four-funnelled vessels, colliers, counted thirty men-of-war black hulls, yellow funnels, black tops anchored close inshore. Seven evening two torpedoers passed proceeding full speed direction fleet. Captain Roberts Shanghai pilot Balticers arrived Saigon to-day despatches Commander Diana Rozhdestvensky."

W. H. DONALD.

[No such telegram as the foregoing arrived here from Saigon, though we have since received three. In the first of the three wires received there was practically no delay in the transmission of the message, but in the latter two there has been considerable delay, one taking thirteen hours and the other eight hours over the distance.—ED., *C.M.*]

RESTLESSNESS AT AMOY.

Awaiting the Baltic Fleet.

(*From Our Correspondent.*)

AMOY, May 6.

Still no news of the Baltic fleet, though the one question with every one that one meets is, where has it got to? Is it coming through the Formosa channel and will there be fighting outside Amoy? These are inquiries that receive no answer.

Fire on a Collier.

A serious fire broke out on board the steamer "Heathbank," owing to spontaneous combustion taking place among the cargo of coal. This vessel has been here for some time waiting a chance to get away to deliver her cargo to the Russian Fleet. When the fire was first reported it appeared likely to become very serious, but the prompt action of a force of sailors from the German man-of-war "Thetis" resulted in the fire being extinguished.

It is reported that at one time there was something of a panic, for it is affirmed that coal is not the only cargo carried by the "Heathbank," but that there is a quantity of combustible materials stowed away in her hold. I do not pretend to know whether this is true or not. One thing is certain, however,—the Japanese have their eyes upon her, so there is not the slightest chance of her ever escaping to the north.

Japanese Men-of-War Sighted.

I mentioned in my last that Japanese men-of-war were accustomed to rendezvous every evening in the neighbourhood of Chapel Island, that is, a few miles outside of Amoy. These visits had been discontinued but lately the Japanese have again appeared.

It is said that a torpedo-boat was seen patrolling in the outer harbour recently, but when morning dawned all had disappeared.

The Vice of Horseracing.

An Australian Judge, summing up in a recent case, passed some stringent remarks about horseracing, as indulged in in Australia. Addressing the prisoner, an ex-member of the Legislative Council, he said, 'your downfall is attributable to horseracing and betting, which are responsible for more crime than any other vice I know of. I hope that one of the results of this case will be to send such a shock throughout the community that this vice will die out. If it does not I do not know what will happen to Australia. It is sapping the whole community. Week after week we read of bankers' clerks and others purloining money to pay these wretched debts of honour—as they are called.'

ZYMOLE-TOOTH POWDER a perfect antiseptic dentifrice, cleanses and preserves the teeth,—*very refreshing*.

RHEUMATISM is cured by Chamberlain's Pain Balm. One application relieves the pain. For sale by All Dealers; WATKINS & Co., Ltd., General Agents

GOSSIP FROM SHANGHAI.

(BY THE NONENTITY.)

Despite gloomy predictions, the weather had sufficient grace to break on the very day which opened the Shanghai Spring Race Meeting, and the clouds and rain and thunder and lightning which have made such depressed mortals of us of late disappeared and pleasure and fun have been the order of the week. Even now it is all over I am not quite reconciled to the importance which the Far East places on Race Meetings. Of course, there can be no doubt that it is the king of sports and that it affords clean, healthy amusement, but even so this does not seem sufficient reason almost entirely to suspend business while the Meeting is in progress. Imagine Bank clerks at home being released from duty to mid-day so that they might attend the Derby! From the social view these Meetings are not quite so popular as heretofore. Business enters too largely into the matter and it mars much of the pleasure when you know that very large amounts are passing hands quite out of keeping with ordinary betting. A huge gamble more describes the scene. I heard one young fellow pathetically announce he would have to wait longer before he got married owing to his betting enterprise and I wanted to go and find his girl and congratulate her for her lengthened freedom. Many ladies, with a decided Semitic ring about their voices, ran sweepstakes on their own, but they were strangely suspicious of one another, and winners when handed their profits more than once asked in a high-pitched tone of query 'Is that all,' to receive the even sharper retort 'you expect too much for *your* money.'

Despite the muddy condition of the turf, which interfered very much with the first day's sport, the Meeting may certainly be accounted a success, and although owners and riders doubtless suffered many disappointments, uncertainty always provides more excitement for the mere onlooker, and there is no doubt some of the winners brought their backers startling dividends. Owing to the unusually wet weather training has been almost the worst on record and those who are usually in the know refused point blank to give tips, so undecided were they as to what would be the actual results. To put money on Burkill's mount generally meant seeing it back again and he has established his name as a first-rate jockey firmer than ever. As for T. Watts, the famous Tientsin rider, he had little or no opportunity of becoming familiar with the ponies he rode, and doubtless, if the weather prior to the Meeting had been more favourable, we should have seen much better work from him. It is hardly any use for me to enter into details as to the actual Racing, as I suppose you will have already published them, but sufficient to say I was considerably impressed with both riders and ponies, although the absence of the holiday crowd that makes such a gathering at home so typically holiday-fied made me at times feel that I was one of a private gathering of friends who considered too much demonstration as ill-bred and out of keeping with their stultified dignity, so I stifled a wild desire to cheer a neck-to-neck contest and wandered round in search of diversion, but found none except in the antics of two or three ladies, most inappropriately robed in silk, who did not quite know how to manage their skirts when rude winds would insist upon converting them into balloons.

The iniquities of rickshaw owners have been brought to the notice of the Mixed Court. They are quite inexcusable because it was shown that more than one of them made an annual income of over $20,000 by letting out the vehicles for hire at 40 cents a day. When it is remembered that some of them own considerably over 100 rickshaws, allowing for repairs, it is seen that this amount is easily gained. The poor Municipal Council once more has to bear the brunt and the City Fathers are weeping bitter tears because of the way in which they have been imposed on. In renewing licences, should a rickshaw present a very dilapidated appearance, the police refuse to pass it and consequently it becomes useless. But wily John conceived the brilliant notion of sending up his new rickshaws on which the official stamped number was set on the back and the owner was given a certificate which enabled him to obtain a licence. These new vehicles were then taken to certain shops, and by means of false stamps the numbers were transferred to the old rickshaws, while the back of the new one was repainted and once more sent down for inspection, receiving a new stamp and a new certificate. Simple, effective and very profitable, although the heavy fines now imposed should stop the evil for some time to come.

There have been one or two half-hearted attempts at riots at the Yangtzepoo Cotton Mills. It is whispered that a nephew of the Shanghai Taotai is responsible for much of the trouble on account of his overbearing ways. Certain it is that the employees demanded the dismissal of a certain overseer and when this was refused a strike was proclaimed and stone throwing began. But after some damage had been wrought, the strikers thought better of it when they saw a small body of police appearing in the distance but the little demonstration impressed me more than any written story of former atrocities with an idea of what a fearsome thing an overwhelming crowd of enraged Chinese would be.

Shanghai merchants have sent a very strongly worded telegram to the Foreign Office protesting against the miscarriage of the Mackay Treaty and certainly they are justified. It is the old story—indifference at home to British commercial interests abroad,—and it also affords yet another illustration of the folly of appointing men to arbitrate between other nations and ourselves when they are entirely unacquainted with local surroundings. However able a man may be, he simply courts disaster in dealing thus with the unknown, and it were far better that any old established resident of just ordinary ability, knowing by long habitation the characteristics of the people with whom the Treaty is to be drawn up, should act as arbitrator. When Sir James Mackay drew up the Mackay Treaty in 1903, merchants strongly urged upon him the absolute necessity of obtaining guarantees from the Chinese that they would fulfil the exactments of the agreement. We know only too well that the word of a Chinese official is not worth the having. Sir James Mackay did not possess that intimate knowledge and in insisting upon regarding them as possessed of rudimentary elements of honour, he laid the foundation of failure as was prophesised at the time. We gave all and in return not one of the promises made by China has been kept, and as the telegram was worded "China actively opposes currency, mining, taxation, and navigation stipulations." Look at the way they laugh at us over the imposition of the tax on cattle assuming an authority that does not belong to them. It is true, the dues have been reduced from 600 to 300 cash at each likin station between Tanyang and Shanghai, but the tax had no right to be levied, and if the Government would back up her people living away from England, it would soon be repealed.

Some days ago the Annual Competition of the Fire brigades was held, and despite the heavy rain with which the day started many of the items were carried through, but the Shield Competition is still with us and much bitterness has been aroused between the Victoria and Deluge Brigades. In the first instance the Shield was awarded to the Deluge, but the Judges subsequently declared they had made an error and that the Victoria had won it by two-fifths of a second, and now more controversy has been aroused because it is said the harassed judges have gone a little wrong in the gentle art of substraction. The firemen are very fine fellows, but I think it would have been a little more dignified if they had settled their differences between themselves instead of indulging in rather violent letters to the press. The more sportsmanlike way would be to have a second competition between the two Brigades. To avoid disagreement in future, perhaps it would not be a bad idea for the judges to pass a brief examination in the early stages of arithmetic, and then perhaps we shall not have them seriously telling us that if we take 131⅔ from 132⅔, it leaves ⅔—.

BY WHARF AND WAVE.

H.M.S. "Hecla" (6400 tons) torpedo repair and storeship arrived to-day.

The pontoon constructed by the Dock Company to try and re-float the "Sully" left for the scene of the wreck last night. It was towed out of the harbour by the Dock Co's launch "Robert Cooke" and one other tug.

The annual report of the Norddeutscher Lloyd Company admits that the company are establishing a coaling station at Simpson Hafen, says the *Queenslander*, and announces that the company propose to establish a monthly cargo line to Australia, alternating with the company's mail steamer. It is further stated that six new steamers have been ordered for the new service, and that these will call at all the important Queensland and Southern Australian ports.

SCARE AT ABERDEEN.

Devils visit a Launch

The Chinese swear vocabulary was pretty extensively drawn upon some days ago by the owners of the steam launch "Tung On," for they awoke one morning to see their boat—which should have been engaged in her daily occupation of running to Hongkong with fish and coolies—lying peacefully at anchor in the Aberdeen Channel. Boarding her they found the crew missing, and on instigating a search found them huddled up ashore, shivering and cowering with dread. Enquiries elicited the fact that devils had boarded the "Tung On" and the following story was drawn from their sullen lips.

Two mornings previously the fireman had descended into the stokehole to light the fires and get up steam. To this astonishment he not only found the fires already alight but there was sufficient steam up to get under way. Further the stokehole was swept clean and the brass fittings polished. He ascended to the deck and amazedly told his companions of the marvellous thing that had happened. Now a London fireman would have gloated at the chance of his fires being lit without 'ands, but this Chinese fireman and his companions were greatly concerned, and concluded it was the work of devils.

With commendable courage they arranged to watch for the devils on the following night and fortifying themselves with Samshu and huddling close together they awaited in superstitious fear.

It was the hushed and dark hour of midnight. Silence reigned supreme. The merry singing of the sampan girl was hushed. The monotonous chant of the sea-hawkers had died away, and the last few flickering rays of a hidden and benighted moon peeped wickedly down on the terror-stricken faces of the watches as they observed a dark and hideous form appear over the bows. They hid their faces and lay for about twenty minutes quivering with dread. Soon the roar of the furnaces could be heard and they knew the ghostly visitor was at his ghoulish work. They raised their heads and cautiously looked. There they beheld a withered form with a bloody countenance emerge from the stokehole and, casting them a malignant look, disappear.

Ten thousand crackers were, on the story being known, prepared and all the following night their deafening explosions could be heard. That the evil spirit was excised is evident for the launch ploughs her way peacefully on her lawful voyages.—*Contributed.*

To-day's Advertisements

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SOLE AGENTS:—

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Hongkong, January 6, 1905. 20—S

WILLIAM POWELL, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of WILLIAM POWELL, LIMITED, will be held at the Premises of the Company, at Alexandra Buildings, Des Vœux Road Central, Hongkong, on THURSDAY, the 18th day of May, 1905, at 12 o'clock NOON, when the Subjoined Resolutions will be proposed.

Should the said resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting, which will be subsequently convened.

(1) That the Capital of the Company be increased from $120,000.00 to $150,000.00 by the creation of 3,000 New Shares of $10.00 each.

(2) That such new shares be offered to those persons who are registered as Share holders of the Company on the First day of July, 1905, in the proportion of one New Share for every complete Four Shares held by them on the First of July, 1905.

(3) That the Amount due for the New Shares be called up on the Fourth of August, 1905, and that the New Shares Rank for Dividend, with the Original Shares from July 1st, 1905.

By Order of the Board of Directors,

E. A. MOUNTFORD WILLIAMS, *Secretary.*

Hongkong, May 10, 1905. 9.6

THE DAIRY FARM CO., LD.

Finest Australian Table Butter	70	ct.	per lb.
Second Quality do.	60	,,	,,
Canadian Stilton Cheese	50	,,	,,
Frozen Quail	20	,,	each.
do Sheep Tongue	20	,,	,,
do Sheep Kidney	5	,,	,,
Fine Australian Ham	60	,,	lb.
do do Bacon	55	,,	,,
Prime Yorkshire Ham	70	,,	,,

Hongkong, May 10, 1905. 947

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO.

THE Steamship HONAM, 2363 Tons, Captain H. D. JONES, Will make a Special Trip EVERY SUNDAY to Macao and back.

Hour of Departure:—From Hongkong at 9 A.M arriving at Macao about NOON.

Hour of Departure:—From Macao at 7 P.M. arriving at Hongkong about 10 P.M.

FARES:—1st Class Single $2 ...Return $4.
2nd Class Single $1 ...Return $2.
Children under 12 Half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel) or on Board the Steamer. No Chits will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, *Secretary.*

Hongkong, May 3, 1905. 905

NOTICE.

LADY Living in Healthy Country Village wishes entire Charge of Children, any age. Excellent Governess. Terms from £70 to £85 according to age. App y MRS MALLAM, SPARSHOLT, Berkshire, England.

Hongkong, April 19, 1905. 817

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WITH SPLENDID VIEW of the SEA FRONT—No. 2, BAY VIEW, KOWLOON,

Containing Five Large and Three Small Rooms, with complete Electrical Fittings, Tennis Court and Garden.

Apply to

H. RUTTONJEE, Hongkong or Kowloon.

Hongkong, April 19, 1905. 741

CHINESE SCHOOL BOOK

II.—Ts'in Tsz Man.

Translated into English by Dr. E. J. EITEL.

PRICE 40 Cents.

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THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known GROWERS, BREWERS and DISTILLERS.

PRICE LIST ON APPLICATION.

BARRETTO & CO., *Agents.*

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ROBINSON PIANO COMPANY, LTD.

WITH 17 YEARS' EXPERIENCE OF THE HONGKONG CLIMATE

MANUFACTURE IRON FRAMED PIANOS

$375, $420, $495.

BEST MAKES OF IMPORTED PIANOS AT HOME PRICES.

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$325, $495, $585.

PIANOS FOR HIRE OR ON CREDIT PAYMENTS.

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ONLY EXPERIENCED MEN EMPLOYED.

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REFRESHMENT ROOMS

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WILL CLOSE EVERY NIGHT at 8 p.m.

ENTRANCE TO DINING ROOMS No. 1, WYNDHAM STREET.

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H. WEISMANN, *Manager.*

Hongkong, May 5, 1905 1034

THE BURLINGTON.

LADIES' and CHILDREN'S HATS

TRIMMED & UNTRIMMED.

Prices from $1.00 upwards.

A LARGE ASSORTMENT OF MUSLINS, LACES, SHOES, CHEMISES, SUNSHADES, &c., expected by the next English and French Mails.

OUR PRICES are about the same as those charged by Retailers in England.

Hongkong, May 9, 1905. 535

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
YHAMA, VIA S'HAI, MOJI AND KOBE (Passing through the INLAND SEA.)	PALERMO / E. G. ANDREWS	About 16th May.	Freight only.
SHANGHAI	BENGAL / G. PHILIPPS	About 19th May.	Freight and Passage.
LONDON, &c.	CHUSAN / H. W. KENRICK, R.N.R.	Noon, 20th May.	See Special Advertisement

For further Particulars, apply to

L. S. LEWIS, *Acting Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, May 10, 1905. 23

CANADIAN - PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Saving 3 to 7 Days accross the Pacific.

PROPOSED SAILINGS FROM HONGKONG. *(Subject to Alteration.)*

R.M.S. *ATHENIAN*	3882 TONS	WEDNESDAY,	May 24.
R.M.S. *EMPRESS OF CHINA*	6000 TONS	WEDNESDAY,	May 31.
R.M.S. *EMPRESS OF INDIA*	6000 TONS	WEDNESDAY,	June 21.
R.M.S. *TARTAR*	4425 TONS	WEDNESDAY,	July 5.
R.M.S. *EMPRESS OF JAPAN*	6000 TONS	WEDNESDAY,	July 12.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62. Intermediate on Steamers, and 1st Class Rail £40. " " £42.

THE magnificent 'EMPRESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B. C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. *TARTAR* AND *ATHENIAN* Carry *INTERMEDIATE* Passengers only at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, *General Agent,* PEDDER STREET.

Hongkong, May 10, 1905. 4

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, *via* INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL AT DAYLIGHT ON.
ARABIA	4482	BEHLE	May 16, 1905.
ARAGONIA	5198	SCHULST	May 30, 1905.
NICOMEDIA	4370	WAGNER	June 26, 1905.
NUMANTIA	4370	BREHMER	July 20, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, May 4, 1905.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, AND SOUTH CHINA COAST PORTS & FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, Via SWATOW AND AMOY,	PROTEUS, Capt. C. MOLLER.	SUNDAY, May 14, 8 a.m.
SHANGHAI, Via SWATOW, AMOY AND FOOCHOW.	OLARA JEBSEN, Capt. BENDIXEN,	TUESDAY, May 16, 10 a.m.
ANPING, Via SWATOW, AND AMOY.	BJOERSTERNE BJORNSON Capt. OLSEN.	WEDNESDAY, May 17, 10 a.m.
TAMSUI, Via SWATOW AND AMOY,	FRITHJOF, Capt. H. HARALDSEN,	SUNDAY, 21st May, 8 a.m.

For Freight, Passage and further information, apply to BRADLEY & CO., LATE

OSAKA SHOSEN KAISHA.

Hongkong, May 8, 1905. 2572

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
HYADES	3753	Geo. Wright	About May 23.
PLEIADES ‡	3753	F. G. Purington	About June 30.
SHAWMUT	9606	E. V. Roberts	About July 12.
TREMONT	9606	T. W. Garlick	About Aug. 8.

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited, *GENERAL AGENTS.*

QUEEN'S BUILDINGS, Hongkong, May 9, 1905. 1724

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	HECTOR	22nd May.
GLASGOW AND LIVERPOOL	BYSON	30th May.
GLASGOW AND LIVERPOOL	PRIAM	31st May.
GLASGOW AND LIVERPOOL	GLAUCUS	5th June.
GLASGOW AND LIVERPOOL	FOXTON HALL	16th June.
GLASGOW AND LIVERPOOL	YANGTSZE	18th June.
GLASGOW AND LIVERPOOL	PROMETHEUS	18th June.
GLASGOW AND LIVERPOOL	AJAX	25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL	LAERTES	20th May.
AMSTERDAM, LONDON & ANTWERP	DARDANUS	23rd May.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	6th June.
* GENOA, MARSEILLES & LIVERPOOL	DEUCALION	2 th June.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	2 th June.
LONDON, AMSTERDAM & ANTWERP	HYSON	4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	18 h July.
* GENOA, MARSEILLES & LIVERPOOL	PRIAM	20th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	NINGCHOW	13th May.
	YANGTSEE	21st June.

For Freight, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, May 8, 1905. 18

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TSINAN *	12th May.
TSINGTAO, CHEFOO & TIENTSIN	CHIRIS	16th May.
CEBU & ILOILO	SUNGKIANG *	23rd May.
CEBU & ILOILO	KAIFONG *	25th May.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *AGENTS.*

Hongkong, May 10, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	To Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila	May 13, at Noon.
RUBI	2540	A. H. Notley	"	May 20, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., *General Managers.*

Hongkong, May 6, 1905. 224

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY,

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. *ATHOLL* 18th May, at 4 p.m.

S.S. *NORDPOL* About 15th June.

For Freight and further information, apply to

SHEWAN, TOMES & CO., *General Agents.*

Hongkong, May 6, 1905. 725

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 2 Weeks:—

S.S. *SWANLEY*	Captain J. P. DAWSON.
S.S. *COURTFIELD*	" J. W. MARTIN.
S.S. *ORANLEY*	" W. E. STEELE.
S.S. *IKBAL*	" M. ROBERTSON.
S.S. *ASOOT*	" C. E. COX.
S.S. *LOTHIAN*	" J. G. WILLIAMSON.
S.S. *INKUM*	" E. S. PEARSE.
S.S. *SIKH*	" J. ROWLEY.
S.S. *SOFALA*	" GET SHEPHERD.
S.S. *INDRASHAMA*	" R. P. CRAVEN.
S.S. *INDRAVELLI*	" J. CULLINGTON.
S.S. *SEALDA*	" GEO. BROWN.
S.S. *CATHERINE PARK*	" COPP.
S.S. *INKULA*	" DEAN.

For Freight, apply to

GIBB, LIVINGSTON & CO., *Agents.*

Hongkong, February 9, 1905. 20

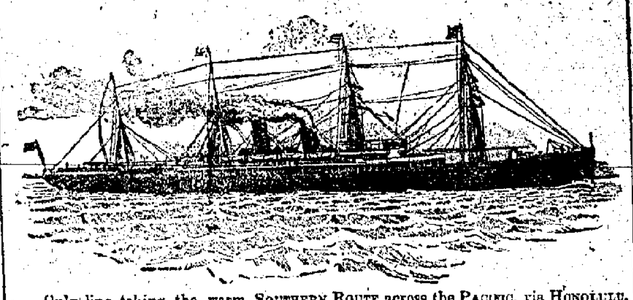
Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYIO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

DORIC	4,784 Gross Tons	...	WEDNESDAY, 24th May, at Noon.
MANCHURIA	13,639	"	...WEDNESDAY, 31st May, at Noon.
KOREA	11,276	"	...TUESDAY, 13th June, at Noon.
COPTIC	4,552	"	...THURSDAY, 22nd June, at Noon.
SIBERIA	11,284	"	...THURSDAY, 6th July, at Noon.
MONGOLIA	13,639	"	...TUESDAY, 18th July, at Noon.
CHINA	5,060	"	...FRIDAY, 28th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-25th, 1902; 10 days, 15 hours.

THE P. M. Steamship DORIC will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on WEDNESDAY, the 24th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, *Agent.*

Hongkong, May 9, 1905. 21

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers		To Sail.	
* MANILA	YUENSANG	FRIDAY,	May 12,	at 4 P.M.
SANDAKAN	MAUSANG	SATURDAY,	May 13,	at NOON.
* SINGAPORE, PENANG AND CALCUTTA	KUMSANG	TUESDAY,	May 16,	at 3 P.M.
TIENTSIN	WOSANG	THURSDAY,	May 18,	at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., *General Managers.*

755

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship HAIMUN, Captain ROBSON, will be despatched for the above Ports on THURSDAY, the 11th Inst, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., *General Managers.*

Hongkong, May 9, 1905. 940

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG

STEAMERS.	To Sail.
SAGAMI	About May 31.
ERROLL	About June 6.
HINDUSTAN	About June 24.

For Freight and further information, Apply to

DODWELL & CO., LTD., *Agents.*

Hongkong, May 9, 1905. 110

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship MARIA VALERIE, Captain BERBERDVICH, will be despatched as above on THURSDAY, the 1st June, 1905, p.m.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER & Co., *Agents,* Prince's Building.

Hongkong, May 5, 1905. 913

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship KENNEBEC will be despatched for the above ports on or about the end of June, 1905.

For Freight, etc., Apply to

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, 4 Des Voeux Road Central.

Hongkong, May 8, 1905. 873

NAVIGAZIONE GENERALE ITALIANA,

(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA: also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMEIRA and MALAGA).

THE Steamship ISCHIA, Captain COGLIOLO, will be despatched as above on SATURDAY, the 13th Instant, at Noon.

At BOMBAY the steamer is discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., *Agents.*

Hongkong, May 6, 1905. 929

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship BENARDER Captain MCINTOSH, will be despatched as above on or about 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & CO., *Agents.*

Hongkong, April 18, 1905. 766

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *CHUSAN*, Captain H. W. KENRICK, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th May, at NOON, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. *Himalaya* 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on the 2nd July, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

L. S. LEWIS, *Acting Superintendent.*

Hongkong, May 6, 1905. 921

Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship POLYNESIEN, Captain ———, will be despatched for the above ports on or about MONDAY, the 15th May.

G. DE CHAMPEAUX, *Agent.*

Hongkong, May 9, 1905. 942

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship DUMBEA, Captain BOYER, will be despatched for MARSEILLES on TUESDAY, the 16th May, 1905, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. ERNEST SIMONS May 30, 1905.
S.S. POLYNESIEN June 13, 1905.
S.S. CALEDONIEN June 27, 1905.

G. DE CHAMPEAUX, *Agent.*

Hongkong, May 2, 1905. 901

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain ELLIS, will be despatched for the above Ports on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., *Agents.*

Hongkong, May 8, 1905. 934

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kumsang*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 11th May, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., *General Managers.*

Hongkong, May 9, 1905. 930

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co.'s Steamship *Zaida*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock NOON, SATURDAY, the 6th Inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., *Agents.*

Hongkong, May 5, 1905. 919

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *MALTA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:—

From LONDON, &c., ex s.s. *India*.

From PERSIAN GULF, ex s.s. B. I. S. N. and B. and P. S. N. Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 10th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, *Acting Superintendent.*

Hongkong, May 4, 1905. 917

Intimations.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 5, 1904. 2181

OSAKA HOTEL,

NAKANOSHIMA PARK,

OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARI, *Manager.*

December 5, 1904. 2182

LAXATINE.

THE NEW IDEAL PURGATIVE.

FOR ALL LIVER, KIDNEY AND HEMORRHOID TROUBLES.

RECOMMENDED BY THE WORLDS' FINEST PHYSICIANS.

LAXATINE is the mildest aperient known. It is pleasant in taste, not drastic but certain in action and even in large doses is harmless. Laxatine being non irritable will be found a great boon, to ladies especially, and in cases where the kidneys are irritable or diseased. Laxatine is strongly recommended by the Continental Authorities and is being largely used in the London hospitals. Messrs A. S. WATSON & Co. Ld., have been appointed the Hongkong Agents for this preparation.

Hongkong, December 8, 1904. 2211

Notices to Consignees.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *BENMOHR.*

FROM LONDON AND ANTWERP, VIA STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th Inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, May 3, 1905. 608

STEAM TO CANTON.

THE new Twin Screw Steel Steamer *KWONG CHOW*, 1,300 tons......Captain J. P. MARTIN. *KWONG TUNG*, 1,238 tons......Captain H. W. WALKER

Leave HONGKONG for CANTON at 9 Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...$4.00

Meals ... ...$1.00 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LD., No. 8, QUEEN'S ROAD WEST.

Hongkong, November 3, 1904.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN.

'CHINA MAIL' Office, May, 1904

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swelling of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION is sold by all the principal Chemists and Merchants throughout the World. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word 'THERAPION' as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by All Chemists.

Insurances.

FIREMAN'S FUND INSURANCE CO. OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31ST DECEMBER, 1903.

ASSETS, GOLD	$5,858,820.37
NET SURPLUS, GOLD	$2,156,118.80
INCOME, GOLD	$3,470,787.53

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904. 562

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903, £16,898,650.

I—Authorised Capital £3,000,000				
Subscribed Capital £2,750,000				
Paid-up Capital	£687,500	0	0	
II—Fire Funds	3,056,961	12	3	
III—Life & Annuity Funds	13,154,188	16	7	
	£16,898,650	8	10	
Revenue Fire Branch	1,935,128	0	0	
" Life & Annuity Branches	1,615,755	11	9	
	£3,550,883	11	9	

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

The Undersigned, Agents for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, June 18, 1904. 1637

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 28, 1904. 1412

MARTIN'S APIOL & STEEL PILLS for Ladies.

A French Remedy for all Irregularities. Thousands of ladies keep a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists sell, or post free 4/6 from MARTIN, SOUTHAMPTON, ENGLAND.

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphl. Form.

NOW READY.

Copies may be had at 'CHINA MAIL' Office Price 50 Cents each.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price........................Fifty Cents.

To be had at the 'China Mail' Office 5 Wyndham Street

THE MIRROR OF JUSTICE.

'Oyez! Oyez! Oyez! All persons having any business before this Honorable Court, now draw nigh and give your attendance, and you shall be heard!'

There is a heartiness and cordiality about this invitation, proclaimed in stentorian tones by the Court crier on the opening of the Court, that is almost irresistible. It seems to say: 'Here you are, gentlemen, here is the judge on the bench and the jurymen in attendance, and all ready for a perfect feast of justice; come right on and fall to.' One feels that all that is necessary, is to stroll down to the bar table and take an easy attitude and say, 'Well, Judge, there is a little matter of mine I'd like you to attend to for me. You see there is a neighbor of mine, a man named Smith, you might know him, and my wife was saying to me only this morning she was sure as he takes a drop too much. Well, now he's got a dog and that there dog it's the torment of my life, kills my fowls, tears up my garden something cruel. And then he's got a daughter, you'd know her anywhere if you once saw her. Well, she's playing a piano morning, noon, and night, to that extent it drives you silly. Well, can't I have the law of him?' And then the judge drops a sympathetic tear and consigns Smith to penal servitude with costs, and all is peace and content.

But the heartiness and bonhomie are only apparent. Beneath the surface there lie chilling formalities which must be conformed to before the suitor can give his attendance, and be heard, formalities a knowledge of which can only be acquired by the practitioner at the cost of many a pint of midnight oil and much practical experience. Learned men have written elaborate works, not on the rights of the litigant, but (the rights being undoubted), how he is to enforce them. Such a treatise was that of Mr. Tidd, of whom Lord Campbell writes, 'He is a man at once of the greatest good temper and of the strictest honor. Notwithstanding his legal knowledge and his eminence in the profession, he is quite unassuming.' Four of his pupils afterwards sat together as law lords in the House of Peers, Lord Lyndhurst, Lord Denman, Lord Cottenham, and Lord Campbell.

'I am improving my legal knowledge, Master Copperfield,' said Uriah Heep, 'I am going through Tidd's Practice. Oh, what a writer Mr Tidd is, Master Copperfield. He is hard to understand to me sometimes, but I don't know what he might be to a gifted person.'

But those who find fault with the apparently complicated regulations with which the path of the litigant is beset must not lose sight of the reasons which called them into being. Undoubtedly all unnecessary formalities are a genuine grievance, but a Court of law sits to deal not with one case, but with many. Of necessity papers and documents must be filed, and understood, and those administering the law must be able at once to lay their hands on the materials necessary to the adjudication of each cause. Unless a uniform practice is established, if the judge has, before entering on an inquiry, first to be informed of the means that each individual litigant has taken to present his case, the simplest matter would take a long time in hearing.

And the broad principle underlying all the minor rules is clear enough. It is that the defendant shall know before he comes into Court exactly what he is being sued for, and that the plaintiff shall know, on his side, what answer to his claim the defendant intends to set up. Knowing this, each party knows what matters of fact or law are in dispute, and there ore knows how best to prepare himself by calling witnesses, by thinking out arguments, or otherwise, to have the case tried most quickly and effectively.

Remembering this, it is not difficult to follow the adventurous voyage of John Doe when, on righteous vengeance bent, he embarks on the stormy sea of litigation with Richard Roe, from the time he weighs anchor with a writ of summons to the time he makes a good landfall in the Fortunate Isles of damages and full costs of suit, or becomes a dismasted wreck on the jagged reef of *nil recuperet*.

But in every well-conducted lawsuit, before the sails are set certain salutes must be fired, and observances attended to, without which no client can possibly be held to have had his money's worth.

First, Mr Doe's solicitor will write to Mr Roe a letter, which is a compound of horror at Mr Roe's atrocious scoundrelism, and of surprise at a gentleman of his well-known integrity having (no doubt inadvertently) done violence to Mr Doe's feelings. With a touching faith in human nature which does him credit, the solicitor will express the most unbounded confidence that Mr Roe will immediately make reparation to Mr Doe, and will also send one guinea for the solicitor's costs. The letter will then relapse a little from its simple trust in Mr Roe's good feeling, and inquire (in the event of that gentleman's non-compliance with its just demands) the name of a solicitor who will accept service on Mr Roe's behalf.

On receipt of this Mr. Roe, pride in his port, defiance in his eye, will hie him to another gentleman, one of the attorneys of this honorable Court, who will take his instructions, and straightway, in his turn, write a letter to the first solicitor.

The answering letter will resemble the letter of demand. It will acknowledge the receipt of yours of the—inst. (and contents noted), and will insinuate a virtuous loathing of the unparalleled impudence of the blackmail attempted by that unprincipled ruffian, Mr Doe, tempered with [illegible] amusement at this fresh instance of [illegible] amiable and respected gentleman's mad waggery in making such a preposterous demand. In conclusion, it will profess the utmost willingness to accept service of any process your client may see fit to issue.

Thereupon, Mr Doe, in the person of his attorney, will proceed to the Supreme Court, and from the office upstairs will take out a neatly-folded piece of blue paper, called a writ of summons, wherein Edward VII., by the Grace of God, etc., will command Richard Roe to enter an appearance in an action at the suit of John Doe, and to take notice, that in default thereof, the said John Doe may proceed therein to judgment and execution. War is now declared, and Mr Doe has become a full-fledged plaintiff.

(To be continued.)

LARGE deposits of emeralds have been discovered at Ekaterinberg, in the Ural Mountains, some stones weighing as much as 80 carats.

RUSSIA has decided to build another navy, and to spend about 160 millions upon it. Only a small part of the fleet will be built in Russia.

MANY IN THIS TOWN HAVE KIDNEY TROUBLE AND DON'T KNOW IT.

HAVE you suspected your kidneys as the cause of your trouble? Does the back, head, or limbs ache? Is there rheumatism, weak heart, or dropsy? Is there too great or too little flow of the urine, with gravel or sediment? Do you feel always tired, done up, nervous?

These symptoms, and many more, come from unfiltered blood—blood loaded with impurities that are poisoning every organ.

But it's the kidneys' fault—they should filter the blood—take out its impurities. All the blood goes through the kidneys once every three minutes, day and night, for this purpose.

If, then, you would 'get well,' you must make the kidneys well. Doan's backache kidney pills are for the kidneys and bladder only. They are a special kidney help (no action on the bowels). They are nature's greatest healing medicine, because they heal the kidneys, the blood-purifiers, and help them in their great work.

All the chief chemists and medicine-dealers sell Doan's Backache Kidney Pills, price 2/9 for 1 box, or 13/9 for 6 boxes; or the medicine may be had, post free, on receipt of price, direct from the proprietors—The Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England, who will also send a Sample Box Free to anyone who writes for it and mentions this paper.

Contractors.

QUONG YICK, CONTRACTOR AND HOUSEBUILDER, No. 37, QUEEN'S ROAD EAST.

CONTRACTOR to H.B.M.'s Government. We have always a large stock of BUILDING MATERIALS at Moderate Prices.

Hongkong, March 20, 1905. 593

A. CHOO & CO., 39, DES VOEUX ROAD, CENTRAL

GENERAL STOREKEEPERS, NAVAL CONTRACTORS, AND COAL MERCHANTS.

HAVE always on hand an Ample Stock. Supplies executed at shortest notice. Well-directed Steam-launches kept for Picnic parties and for Towing purposes.

PRICES VERY MODERATE. TELEPHONE No. 160.

Hongkong, December 1, 1904. 1791

HANG CHEONG,

ENGINEERS and SHIPBUILDERS, Iron and Brass Founders, Boiler Makers and Copper Smiths.

No. 5, QUEEN'S ROAD EAST, HONGKONG.

Hongkong, February 16, 1905. 336

SANG LEE & CO.

CONTRACTORS AND BUILDERS, No. 59, DES VOEUX ROAD CENTRAL.

Contractors to H.B.M.'s Government.

We always keep a large Stock of BUILDING MATERIALS at Reasonable Prices.

Hongkong, February 20, 1905. 384

K. Shiu Tai & Co. HONGKONG & WEI-HAI WEI.

HEAD OFFICE:—117—119, Des Voeux Road, HONGKONG.

NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS. Wholesale and Retail in Provisions and Tinned Goods, &c., &c.

K. SHIU TAI, *General Manager.*

Hongkong, March 10, 1905. 511

THE PO YICK COY.

CONTRACTORS & HOUSEBUILDERS, No. 259, QUEEN'S ROAD EAST, WANCHAI.

CONTRACTORS to H.B.M.'s War Department and Admiralty. We keep always in Stock a Large Supply of Timber at Reasonable Prices.

Hongkong, February 16, 1905. 337

Yau On,

HOUSEBUILDER AND CONTRACTOR, No. 17, CHIU LOONG STREET.

CONTRACTOR to the Admiralty and Chinese Government. Matshed Builder, and House Painter. Always in stock a large supply of Building Materials.

Hongkong, March 10, 1905. 610

TUNG ON,

CONTRACTOR AND BUILDER, No. 26, D'AGUILAR STREET.

CONTRACTOR to H. B. M.'s Government, &c., &c. Communications please address to Mr TAM SENG. Also, every kind of Building Materials for Sale.

Hongkong, March 23, 1905. 624

Contractors.

SING YUEN, CONTRACTOR AND HOUSEBUILDER, No. 33, D'AGUILAR STREET.

CONTRACTOR to the P.W.D. from 1901 to 1902, and Admiralty, &c., &c. We keep a large stock of Building Materials, also Timber at very Low Prices.

Hongkong, March 22, 1905. 613

WING ON, CONTRACTOR AND HOUSEBUILDER, No. 34, D'AGUILAR STREET.

CONTRACTOR to H.B.M.'s Government, War Department and Admiralty, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable Prices.

Hongkong, March 22, 1905. 614

AH-PONG.

SHIP AND HOUSE PAINTER, GILDER, GRAINER, AND SCRAPER, CAULKER AND CARPENTER.

No. 44, DES VOEUX ROAD CENTRAL.

Hongkong, February 20, 1905. 363

KWONG HEP LOONG CO., LIMITED.

SHIPBUILDERS AND ENGINEERS. BOILER MAKERS, BRASS AND IRON FOUNDERS.

OFFICE:—No. 64, DES VOEUX ROAD CENTRAL.

ALL Work done in this Establishment is guaranteed. We have 32 years' experience. Our Dry Docks are next to Cosmopolitan Docks (Sam Sui Po) and can accommodate any craft of 160 feet long.

We have at present 4 new fast Steam Launches for Sale.

Hongkong, February 25, 1905. 396

TAI WOO & CO.

NAVAL AND MILITARY CONTRACTORS and GENERAL PROVISION MERCHANTS, No. 105, DES VOEUX ROAD CENTRAL, HONGKONG.

Hongkong, February 13, 1905. 306

HUNG SHING,

BUILDING CONTRACTOR, No. 37, D'AGUILAR STREET.

CONTRACTOR TO H. B. M.'s GOVERNMENT, &c., &c.

Hongkong, March 23, 1905. 623

Tung Tai Tseung Kee Co.

ENGINEERS AND SHIPBUILDERS, IRON AND BRASS FOUNDERS, BOILER MAKERS AND COPPER SMITHS.

No. 25, PRAYA EAST, WANCHAI, HONGKONG. Call Flag O.

Hongkong, February 18, 1905. 355

KENG TAK CHEONG,

GENERAL CONTRACTOR For Preparing SITE, BUILDING AND RECLAMATION WORKS. BLACKSMITH, JETTY AND LIGHTER BUILDER AND MASON.

No. 38, D'AGUILAR STREET.

CONTRACTOR to the War Department, &c., &c. Every Order promptly attended to 1st Class Testimonials. Communications please address to Mr T. KENG.

Hongkong, March 22, 1905. 611

TUNG LEE, (Late A TAY.)

SHIPBUILDER, BOATBUILDER AND SHIPS' CARPENTER. BLACK SMITH AND CAULKER.

OFFICE at 374, DES VOEUX ROAD WEST, Workshop at YAUMATI.

Hongkong, March 22, 1905. 612

A WING & CO.

CONTRACTORS & HOUSEBUILDERS. No. 75, QUEEN'S ROAD EAST.

ALL Communications, please address to MR ANDREW TSANG WING.

Hongkong, February 18, 1905. 356

A TAN,

CONTRACTOR & HOUSEBUILDER.

No. 63, QUEEN'S ROAD EAST.

Contractor to H. B. M. War Department. HAS ALWAYS ON HAND A GOOD STOCK OF TIMBER.

Hongkong, February 15, 1905. 326

KANG ON & Co.

BUILDERS AND CONTRACTORS, No. 30, D'AGUILAR STREET.

CONTRACTORS to H.B.M.'s Government, Admiralty and War Department, &c., &c. We keep always on hand the largest supply of Building Materials at Cheapest Prices. We Defy Competition.

Hongkong, March 10, 1905. 512

SHUN LEE & CO.,

SHIP'S CARPENTER, BOAT BUILDER, BLACK SMITH & CAULKER. All Kinds of Timber For Sale.

No. 50, PRAYA, WANCHAI, HONGKONG.

C. CHUNG HEE, *Manager.*

Hongkong, March 20, 1905. 592

AH-KING.

SLIPWAY YACHT AND BOAT BUILDER,

CARPENTER, Painter, Rigger, Sail and Flag Maker; Brass, Copper and Blacksmith. GENERAL CONTRACTOR.

PRAYA EAST, WANCHAI, HONGKONG.

Hongkong, February 13, 1905. 307

KWONG FOOK CHEONG

SHIP'S CARPENTER, BOAT AND LAUNCH BUILDER, ENGINEER AND BOILER MAKER. HAS EVERY KIND OF TIMBER FOR SALE.

55, PRAYA EAST, HONGKONG.

Hongkong, March 20, 1905. 591

Lam Woo & Co., (FORMERLY LIN WOO & CO.).

No. 12, LEE YUEN STREET (WEST). CONTRACTORS & HOUSEBUILDERS.

CONTRACTORS to H.B.M.'s Government and War Department. We have always in Stock a large Supply of Building Materials. All communications please address to Mr Lam Woo.

Hongkong, March 3, 1905. 460

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED	£1,125,000
PAID UP	£ 562,500
RESERVE FUND	£ 110,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months	4 %
" 6 "	3½ %
" 3 "	2½ %

EVAN ORMISTON, *Manager.*

Hongkong, May 2 1905. 234

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CAPITAL SUBSCRIBED	YEN 5,000,000.
CAPITAL PAID-UP	YEN 2,500,000.

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy.	Kobe.	Tainan.
Anping.	Nagasaki.	Tamsui.
Foochow.	Osaka.	Tokio.
Keelung.	Shanghai.	Yokohama.

HONGKONG OFFICE: 4, QUEEN'S ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGENAGA, *Manager.*

Hongkong, February 2, 1904. 216

THE YOKOHAMA SPECIE BANK, LIMITED, ESTABLISHED 1880.

CAPITAL SUBSCRIBED ...	Yen 24,000,000
CAPITAL PAID-UP	" 18,000,000
CAPITAL UNCALLED ...	" 6,000,000
RESERVE FUND	" 9,720,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI.	TIENTSIN.	NEWCHWANG.
DALNY.	PEKING.	LIAOYANG.

LONDON BANKERS: The London Joint Stock Bank, Limited, Parr's Bank, Limited, The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

TAKEO TAKAMICHI, *Manager.*

Hongkong, March 30, 1905. 589

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000
RESERVE FUND— Sterling Reserve, $10,000,000 Silver Reserve ... 8,000,000	$18,000,000
RESERVE LIABILITY OF PROPRIETORS	$10,000,000

COURT OF DIRECTORS:—

H. A. W. SLADE, Esq.—Chairman.

A. HAUPT, Esq.—Deputy Chairman.

Hon. W. J. Gresson.	H. Schubart, Esq.
E. Goetz, Esq.	E. Shellim, Esq.
G. H. Medhurst, Esq.	Hon. R. Shewan.
	N. A. Siebs, Esq.
A. J. Raymond, Esq.	F. Salinger, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH,

MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2½ per cent per annum.

" 6 " 3½ " "

" 12 " 4 " "

J. R. M. SMITH, *Chief Manager.*

Hongkong, May 10, 1905. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

J. R. M. SMITH, *Chief Manager.*

Hongkong, May 1, 1900. 1517

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£800,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %

" " " 6 " 3½ %

" " " 3 " 2½ %

T. P. COCHRANE, *Manager.*

Hongkong, May 20, 1904. 46

Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, ...	Tls. 5,000,000
PAID-UP CAPITAL, ...	" 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

CANTON,	PENANG,
CHEFOO,	SINGAPORE,
HANKOW,	TIENTSIN.
PEKING,	

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%

" " 6 " ... 4%

" " 12 " ... 5%

E. W. RUTTER, *Manager.*

Hongkong, January 6, 1905. 1970

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORISED	GOLD $10,000,000
CAPITAL, PAID-UP	GOLD $ 3,947,200
RESERVE FUND	GOLD $ 3,947,200

HEAD OFFICE—NEW YORK.

LONDON OFFICE—THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: National Provincial Bank of England, Ltd. Union of London and Smith's Bank, Ltd. British Linen Company Bank.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposit at rates which may be ascertained on application.

20, DES VOEUX ROAD, HONGKONG.

CHARLES R. SCOTT, *Manager.*

Hongkong, March 10, 1905. 20

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor

Table D'Hote at Separate Tables.

For terms, &c., apply to the MANAGER.

Hongkong June 10, 1902. 122

THE BEST BILLIARD TABLES IN THE COLONY ARE AT THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden. MODERATE CHARGES.

J. W. OSBORNE, *Proprietor and Manager.*

Hongkong, November 22, 1904. 136

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, *Proprietor.*

Hongkong, March 10, 1904. 482

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION. (Opposite Connaught House). No. 10, QUEEN'S ROAD CENTRAL. MODERATE CHARGES.

MRS WATLING, *Proprietress.*

Hongkong, July 27, 1904. 1374

TANG YUEN.

BOARDING ESTABLISHMENT. Splendid View of Harbour. No 18 MACDONNELL ROAD. Under European Management. Apply at the House, or At FAIRALL & CO., Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

THE 'WAVERLEY.'

NO. 34, QUEEN'S ROAD CENTRAL (Opposite the Post Office).

A First-class BOARDING ESTABLISHMENT. Large Airy Well-Furnished Rooms. Table d'Hote at Separate Tables. Cuisine under the direct supervision of the Proprietrix. Moderate Terms.

Hongkong, December 5, 1904. 2193

'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES, *Reprinted from 'The China Mail,'* WITH AN APPENDIX.

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Price, 50 Cents.

SHIPPING.

ARRIVALS.

May 9.

Queen Eleanor, British steamer, 3,573, Arch. Currie, Moruran April 30, Coal.—DODWELL & Co.

Hellas, German str., 1,539, H. Rohde, Wuhu and Chinkiang May 4, General.—SIEMSSEN & Co.

May 10.

Hecla, British torpedo depot and repair ship (1 funnel 4-masts), 6,400, E. F. R. Charlton, R.N., Singapore May 4.

Pera, British str., 4,916, A. L. Valentini, Yokohama April 25, General.—P. & O. S. N. Co.

Nord, Norwegian str., 960 Haraldsen, Saigon May 5, General.—AAGAARD, THORESEN & Co.

Dagny, Norwegian str., 886, Abrahansen, Chefoo May 3, General.—CHINESE.

Den of Kelly, British steamer, 2,725, W. Javis, London April 6, and Singapore May 4, General.—NIPPON YUSEN KAISHA.

Ningchow, British str., 5,714, Davies, Glasgow, via Liverpool and Singapore May 6, General.—BUTTERFIELD & SWIRE.

Proteus, Norwegian str., 1,027, Moller, Swatow May 9, Ballast.—BRADLEY & Co.

DEPARTURES.

May 10.

Preussen, for Europe, &c.
Empress of Japan, for Shanghai and Vancouver.
Bayern, for Shanghai.
Prinz Sigismund, for Kobe.
Kwanglee, for Canton.
B. A. Broch, for Moji.
Hue, for Kwang chow-wan.
Robert Cooke, for Along Bay.
Charterhouse, for Amoy.
Yochow, for Ningpo.
Holsand, for Amoy.
Taming, for Manila.
Hellas, for Canton.
Kwangtah, for Shanghai.
Glory, British battleship, for Mirs Bay.
Ocean, British battleship, for Mirs Bay.
Centurion, British battleship, for Mirs Bay.
Hope, British cruiser, for Mirs Bay.
Andromeda, British cruiser, for Mirs Bay.

CLEARED.

Cheang Chew, for Amoy.
Dagny, for Canton.
Haimun, for Swatow.

PASSENGERS.

ARRIVED.

Per *Bayern*, for Hongkong: from Antwerp, Vice-Consul A. Moulaert; from Hamburg, Miss G. Harms; from Southampton, Mr Dickson and family, Mr Graham Meall, Mr H. Schlee and family, and Mrs Wolfe and 2 daughters; from Genoa, Mr H. R. Lutz, Mr and Mrs Geisler, and Mr M. C. Yen and family; from Naples, Mr Enking; from Singapore, Mr and Mrs Sherman, Mrs J. L. Mody, Dr T. Stanley, Messrs R. F. Morris, W. L. Brock, A. Kind, C. Lisson, Lovell, H. Zacharias, E. Siebs, Mr and Mrs Brown, Messrs A. Ribeiro and A. Rower.

DEPARTED.

Per *Empress of Japan*, for Vancouver, &c., Mr and Mrs L. J. R. Bloomfield, Mrs Bloomfield, Mrs Brewster, Mr Fred. B. Marshall, Mr and Mrs C. Tulloch, Miss Katherleen M. Goode, Mr and Mrs Jas. Buckley, Mr and Mrs A. P. Van Wely, Capt. and Mrs Very, U.S.N., Mr S. M. Jones, Mr C. P. Jones, Mr and Mrs E. R. Ackerman, Mr R. S. Botsford, Dr Galloway, Dr W. B. and Mrs Toy and 4 children, Miss E. M. MacLean, Mr and Mrs P. Sturge, Mr F. Maters, Mr Frank Elmore; Mr G. D. Marston, Capt. R. Muter, Mr and Mrs E. H. Hinds and child, Mr B. H. Hewett, Mr G. A. Moore, Mrs F. M. Barlow, Mr and Mrs M. E. Rousse and child, Mr R. M. Lopes, Hon. and Mrs Jas. Ross and child, Mr and Mrs A. Durand, Mr A. Bennet, Mr and Mrs J. H. Cowperthwaite, Mr Norbury, Mr C. H. Browne, Mr C. S. Crawford, Mr H. King, Mrs J. Henderson, Mr H. G. Moore, Mr W. J. Clark, Mrs A. M. Clark, Dr J. B. Young, Mr and Mrs W. Tennant, Mr John Francis, Judge P. H. Linebarger, Mr and Mrs Geo. W. Millar, Mrs Stewart Smith, Miss E. F. Fairk, Captain Wakefield, Mr L. M. Yoshida, Misses Fox Davis and Anderson, Mrs and Miss Wakefield, Dr Carlisle and G. H. Tunes, Lieut. Com. and Mrs J. K. Seymour, Mr M. J. O. Malley, Capt. B. F. Rittenhouse, Eng.-Lt. C. J. Risch, Messrs Brissenden and Robertson, Mrs A. R. Parker, Mr and Mrs H. W. Slade and 2 children, Mr E. Muelle, Mr E. H. Lovell, Mr and Mrs Kadoorie, Judge and Mrs A. F. McCabe, Mr E. H. Sharp, Mr Carl W. Smith, Rev. H. O'Sullivan, Mr Jno. F. Rodabough, Mr T. Harrington, Mr Eric Lund, Mr Dorouda, Mr E. E. Thompson, Mr Daniel Seffert, Mr A. R. Paget, and Mr Jno. R. Douglas.

SHIPPING REPORTS.

The British steamer *Queen Eleanor* reports: Fresh breezes throughout, with thick fog last two days.

The German steamer *Hellas* reports: From Woosung to Lamocks, had light winds and foggy weather, remainder of passage, light variable airs and fine.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 10th at 11.55 a.m.—The barometer has risen on the E. coast of China, and fallen in Japan and N. China.

A shallow depression lies to the South of Japan, and pressure is also low over Eastern Manchuria. Pressure is highest over Central China.

Gradients continue slight on the China coast, and moderate NE. winds may be expected in the Formosa Channel and moderate N. to E. winds over the N. part of the China Sea.

Forecast:—Moderate N. to NE. winds, fine.

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr J. Bacon	Mr and Mrs F. C. Hearne
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Mrs and Miss Bisney	Mr T. A. Krassnoff
Mr W. S. Bissell	Mr A. H. Laing
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	Mr O. H. Mackay
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Mr C. Gell	Mr J. O. Sloe
Mrs C. Hatfield	Mr Snook
Mr Peter Hauff	Miss Square
Mr & Mrs J. Hauptli	Mr P. A. Van de Stadt
Miss Hauptli	
Mr A. A. Heimsoth	Mr Steiger
Mr Heiner	Mr J. Stolte
Mr M. Henry	Mr C. Templeman
Mr H. Hewett	Mr and Mrs Tomsitt and children
Mr W. H. Hilts	
Mr H. G. Hodgson	Mr J. K. Turnbull
Mr Howe	Mr M. Webb Bowen
Mr A. R. de Hoxar	Mr K. Weinreich
Mr J. E. Joseph	Mr E. M. Wilcox
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Mr N. M. Holmes	Mr & Mrs Thos. I. Rose
Rear-Admiral Hon'ble A. G. Curzon Howe, C.VO., C.B., C.M.G.	Mr and Mrs Henry Schlee and family
Mrs Jackson & child	Mr Oskar Sonnenschein
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Mrs J. W. Jameson	Mr F. Stone
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Mrs Bell	Mr V. Lugebil
Mr A. E. Blanco	Mr Alex. J. Lugebil
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Mr J. Cruickshank	Mr F. Oliver
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Mr L. T. Delaney	Mr and Mrs Robinson and child
Mr A. O. Dias	
Mr A. Fletcher	Mr A. Schmitz
Miss M. Gains	Mr U. Staegerl
Mr T. F. Gilkison	Mr J. P. Summerville
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Mr Buckle	Mr K. Polstorff
Mr Henry Dengu	Mr R. Ramsey
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Mr Edwards	
Mr Haycock	Mr R. R. Scott
Mr J. Hutchings	Mrs Williams and 2 children
Mr H. Jewitt	

THOMAS'S HOTEL.

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Mr E. Burris	Mr and Mrs Geo. Lanzuis
Mr Lu Kum Chong	
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Mr James Gibson	Mr P. W. Ruston
Mr and Mrs A. H. Hamilton	Mr T. Sugita
	Mr M. J. Whiley
Dr Hough	Mr L. C. Young
Mr Lu Lim ioo	

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping of midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Offices.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessels' Names.	Anchorage.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival	Consignee or Agents.	Destination.	Remarks.
Steamers.								
Angola	9 c	Cameron	French str.	2800	May 8	Butterfield & Swire		
Bangkok	4 c	Busche	British str.	1267	May 7	Butterfield & Swire		
Bayern	k w	Formes	Ger. str.	3128	May 9	Melchers & Co.	S'hai & Yokohama	May 10.
Bogstad	3 c	Gullicksen	Norw. str.	1981	April 29	Aagaard, Thoresen & Co.		
Brand	3 c	Johansen	Norw. str.	1519	May 8	Chinese	Hoihow & Haiphong	May 12.
Carl Diederichsen	3 c	Schlaikier	Ger. str.	774	May 8	Jebsen & Co.		
Eiger	3 c	Rafen	Norw. str.	875	May 6	Siemssen & Co.		
Erna	3 c	Terpehn	Ger. str.	908	Mar. 16	Jebsen & Co.		
Forsteck	3 c	Ohlerich	Ger. str.	1814	May 9	Jebsen & Co.		
Gulf of Venice	8 c	Cook	British str.	1883	May 7	Order		
Haimun	6 h	Robson	British str.	686	May 9	Douglas Steamship Co.	Swatow & Tamsui	May 11.
Hangsang	3 c	Wilde	British str.	1356	May 9	Jardine, Matheson & Co.	Shanghai	May 11.
Hanoi	3 c	Merlees	French str.	737	April 29	A. R. Marty	Haiphong	May 11.
Hellas	3 c	Rode	Ger. str.	1539	May 9	Siemssen & Co.		
Ischia	k w	Andreo	Ital. str.	2784	May 6	Carlowitz & Co.	S'pore and Bombay	May 13.
Kalgan	3 c	Speed	British str.	1142	May 1	Butterfield & Swire		
Kensington	3 c	Dower	British str.	2247	May 8	Dodwell & Co., Limited		
Kumsang	4 c	Buller	British str.	2077	May 8	Jardine, Matheson & Co.		
Kwang Lee	3 c	Lincoln	Chi. str.	1467	May 9	C. M. S. N. Co.		
Lisa	3 c	Horndahl	Swed. str.	993	April 30	Chinese		
Lyeemoon	3 c	Lehmann	Ger. str.	1238	May 3	Siemssen & Co.	Shanghai	May 11.
Macquarie	8 c	George	British str.	2073	April 25	Gibb, Livingston & Co.	Sandakan	May 13.
Mausang	k w	Houghton	Brit. str.	1643	April 30	Jardine, Matheson & Co.	Mauritius	May 12.
M. Struve	3 c	Brandt	Ger. str.	969	May 8	Siemssen & Co.		
Mercedes	2 c	McGregor	British str.	2952	Mar. 2	Naval Stores Officer		
Pera	5 c	Valentini	British str.	4916	May 10	P. & O. S. N. Co.	S'pore & London	May 11.
Queen Eleanor	8 c	Currie	British str.	3573	May 9	Dodwell & Co., Ld.		
Raiaburi	3 c	Wendig	Ger. str.	1189	May 8	Butterfield & Swire	Cebu & Iloilo	May 11.
Sungkiang	3 c	Pennefather	British str.	1021	May 8	Butterfield & Swire	Manila	May 10.
Taming	3 c	Outerbridge	British str.	1360	May 8	Butterfield & Swire		
Tolosan	8 c	Rose	Ger. str.	2200	April 14	Jebsen & Co.		
Tsintau	3 c	Koch	Ger. str.	1002	May 6	Butterfield & Swire		
Wik	8 c	Carsten	Ger. str.	1822	May 3	Jebsen & Co.		
Yuensang	5 c	Rolfe	British str.	1128	May 8	Jardine, Matheson & Co.	Manila	May 12.
Zafiro	5 c	Rodger	British str.	1611	May 8	Shewan, Tomes & Co.	Manila	May 13.
Sailing Vessels.								
A. G. Ropes	2 c	Rivers	Amer. sh.	2203	Mar. 16	Standard Oil Co.		
Travancore	3 c	Harges	British sh.	2200	April 30	Government		
West York	2 c	Foster	Brit. bqe.	720	April 13	H.K. Shipping Trading & Co.		

STEAMERS PASSED SUEZ CANAL.

[SUPPLIED THROUGH REUTER].

Alesia, Nippon, Agincourt, Monkseaton, Transit, April 4; *St. Egbert, Indian, Monarch, Princess Alice*, April 7; *Charles Tiberghien, St Hugo, Athens, Wethon, Sofeng, Trave*, 11; *Menelaus, Ningchow, Alumere, Sultana*, 14; *Andalusia, Benlomond, Oceanien, Richmond Castle, Stentor, March, Tize, St George*, 18; *Benlarig, Benledi, Hector, Pakling, Monmouthshire, Polynesien, Scottish Monarch, Aberlona, Laghestan, Manioa, Clothamia, Tanneufel, Zambesi*, 25; *Albenga, Hyson, Palma, Malacca, Wilhelmina*, 28; *Achilles, Antenor, Zieten, Priam*, May 2; *Prinz Heinrich, Kalgino, Caledonien, Glaucus* 5; *Ambria, Imerie, Maniki, Merionethshire, Oopack, Shimosa, Goldmouth*, 9.

ARRIVALS AT HOME.

May 9, *Benledi, Pakling.*

Mails.

The M. M. Co.'s str. *Polynesien*, with the FRENCH MAIL of the 15th April, left Singapore on Monday, the 8th May, at 6 p.m., and may be expected here on or about Monday, the 15th May. This packet brings replies to letters despatched for Hongkong on the 11th March.

The C. P. R. Co.'s s.s. *Empress of India* left Yokohama on Friday afternoon, the 28th April for Victoria and Vancouver.

The O. & O. Co.'s s.s. *Doric*, with mails &c., from San Francisco to the 13th April, via Honolulu, has arrived at Yokohama, and left for this port via Kobe, Nagasaki and Manila, on the morning of 3rd May, due here on or about the 13th May.

The P. M. S. S. Co.'s s.s. *Manchuria*, with mails &c., from San Francisco to the 18th April, via Honolulu, has arrived at Yokohama, and will leave for this port on the morning of 9th May, via Inland Sea, Kobe, Nagasaki and Shanghai, due here on or about the 18th May.

The C. P. R. Co.'s s.s. *Empress of China* left Vancouver on Monday afternoon, the 1st May, for Hongkong via the usual Ports of Call.

Steamers Expected.

The C. P. R. Co.'s s.s. *Athenian* arrived at Yokohama on Sunday, the 7th May, at 8 a.m.

The C. P. R. Co.'s s.s. *Tartar* left Yokohama on Saturday afternoon, the 6th May, for Victoria and Vancouver.

The P. & A. steamer *Arabia* sailed from Portland April 1st, and is due here on May 10th.

The P. & A. steamer *Aragonia*, left Portland, Ore., on the 20th April, and is due here on the 24th May.

The s.s. *Daghestan* left New York on 29th March, and is due here on or about 29th May.

The s.s. *Shimosa* sailed from New York on 13th April.

The P. & O. Co.'s s.s. *Palermo* left Singapore for this port on the 8th May, at 1 p.m.

Temperature.

HONGKONG, May 10, 1905.

BAROMETER—	9 A.M.	29.96
Do.	1 P.M.	29.94
Do.	4 P.M.	29.90
THERMOMETER—	9 A.M.	78
Do.	1 P.M.	82
Do.	4 P.M.	84
Do.	(Wet bulb) 9 A.M.	71
Do.	Do. 1 P.M.	74
Do.	Do. 4 P.M.	74
Do.	Maximum	84
Do.	Minimum over night	76

VESSELS AT THE DOCKS — *At Kowloon*, B. A. Broch, H.M.S. Albion, Heiching.

Cosmopolitan.—Gulf of Venice.

Aberdeen.—

WASHING BOOKS.

(*In English and Chinese.*)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

CHINA MAIL Office.

Exchange.

HONGKONG, May 10, 1905.

On London—	
Bank, Wire	1/10½
On demand	1/10⅝
30 days' sight	1/10⅝
4 months' sight	1/10¾
Credits, 4 months' sight	1/10⅞
Documentary, 4 months' sight	1/10⅞
On Paris—	
On demand	236½
Credits, 4 months' sight	240
On Berlin—	
On Demand	192½
On New York—	
On demand	45¾
Credits, 60 days' sight	46½
On Bombay—	
Wire	140¾
On demand	141
On Calcutta—	
Wire	140¾
On demand	141
On Singapore—	
On demand	5½% pm.
On Manila—	
On demand, Pesos	92
On Shanghai—	
On demand	71¾
30 days' sight, (private paper)	72⅝
On Yokohama—	
On demand	89¾
Gold Leaf, 100 fine, (per tael)	$55.60
Sovereigns (Bank's buying rate)	$10.50
Silver (per oz.)	26½

POST OFFICE NOTICES.

Mails will close:—

For SWATOW, AMOY & TAMSUI.—Per *Haimun*, at 9 a.m., on Thursday, the 11th May.

For HAIPHONG.—Per *Hanoi*, at 9 a.m., on Thursday, the 11th May.

For SINGAPORE, PENANG & COLOMBO.—Per *Pera*, at 11 a.m., on Thursday, the 11th May.

For MACAO.—Per *Heungshan*, at 1.15 p.m., on Thursday, the 11th May.

For CEBU & ILOILO.—Per *Sungkiang*, at 3 p.m., on Thursday, the 11th May.

For SHANGHAI.—Per *Hangsang*, at 3 p.m., on Thursday, the 11th May.

For SHANGHAI.—Per *Lyeemoon*, at 3 p.m., on Thursday, the 11th May.

For HOIHOW & HAIPHONG.—Per *Carl Diederichsen*, at 5 p.m., on Thursday, the 11th May.

For MAURITIUS.—Per *M. Struve*, at 3 p.m., on Friday, the 12th May.

For CHEFOO & TSINTAU.—Per *Eiger*, at 3 p.m., on Friday, the 12th May.

For MANILA.—Per *Yuensang*, at 3 p.m., on Friday, the 12th May.

Per *Zafiro*, at 11 a.m., on Saturday, the 13th May.

For SANDAKAN.—Per *Mausang*, at 11 a.m., on Saturday, the 13th May.

For SINGAPORE, PENANG & BOMBAY.—Per *Ischia*, at 11 a.m., on Saturday, the 14th May.

Hongkong Tides.

May 11th to 17th 1905.

Day of Week	Day of Month	High Water: Hongkong Mean Time	Height	Low Water: Hongkong Mean Time	Height
		h. m.	feet.	h. m.	feet.
Thur.	11	m 2 52	4.1	m 5 54	3.9
		0 46 a	6.5	8 58 a	1.5
Fri.	12	m 4 6	4.2	m 6 55	4.0
		2 2 a	6.2	10 0 a	1.6
Sat.	13	m 5 2	4.5	m 8 53	4.0
		3 32 a	5.9	11 7 a	1.7
Sun.	14	m 5 45	4.9	m 11 12	3.6
		4 55 a	5.7	11 59 a	3.6
Mon.	15	m 6 5	5.3	0 24 a	2.9
		6 16 a	5.7		
Tue.	16	m 7 4	5.8	m 0 45	1.9
		7 29 a	5.6	1 28 a	2.2
Wed.	17	m 7 42	6.3	m 1 27	2.1
		8 34 a	5.5	2 19 a	1.6

China Coast Meteorological Register.

9th May.—AT 4 P.M.

Station	Hour.	Barometer.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	2 p	—	—	—	—	—	—
Nemuro	,,	30 08	—	—	E	4	—
Hakodate	,,	30 05	—	—	SE	2	—
Tokio	,,	30 6	—	—	NE	4	—
Kochi	,,	29 83	—	—	NE	3	—
Nagasaki	,,	2 83	—	—	NW	2	—
Kagoshima	,,	29 97	—	—	SW	6	—
Oshima	,,	30 00	—	—	SW	4	—
Naha	,,	—	—	—	—	—	—
Ishi'jima	,,	30 01	—	—	SW	6	—
Taihoku	,,	29 97	—	—	W	4	—
Taichu	,,	29 96	—	—	W	4	—
Tainan	,,	29.99	—	—	SW	6	—
Koshun	,,	29 99	—	—	E	4	—
Pescadores	,,	29 99	—	—	SW	6	—
Weihaiwei	3 p	29. 4	66		W	1	c
Gutzlaff		30 04	68	91	N	4	ovp
Sharp Pk.	,,	29 80	81	83	S	3	b
Amoy	,,	29 94	83	71	SE	4	b
Swatow	,,	29 95	87	80	SE	4	b
Canton	,,	29 9	9	8	—	1	b
Hongkong	p	29 95	84	59	W	1	c
Vict. Peak	,,		—	—	NW	1	—
Gap Rock	,,	29 90	—		S	1	—
Macao	,,	29.95	87	—	SE	1	c
Haiphong	,,	—	—				
Manila	,,	29.84	9	48	ESE	3	b
Bacolod	8 p.	—	—	—	NE	6	b
Iloilo	,,	29.85	9	—	ENE	2	b
Cebu	,,	—	86		N	3	b
C. S. James	4 p.	—	—	—	—	—	—
Malate	—	—	—	—	—	—	—

10th May.—AT 6 A.M.

Station	Hour.	Barometer.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock		—	—	—	—	—	—
Nemuro	6 a.	30 04	—	—	SE	2	—
Hakodate		30 1	—		E	6	—
Tokio	,,	29 82	—	—	N	4	—
Kochi	,,	29 79	—	—	NE	0	—
Nagasaki	,,	29 95	—	—	N	2	—
Kagoshima	,,	29 95	—	—	—	0	—
Oshima	,,	29 96	—	—	W	2	—
Naha	,,	29.93	—	—	S	2	—
Ishi'jima	,,	2 97	—	—	S	4	—
Taihoku	6 a.	—	—	—	—	—	—
Taichu	,,	—	—	—	—	—	—
Tainan	,,	—	—	—	—	—	—
Koshun	,,	—	—	—	—	—	—
Pescadores	,,	—	—	—	—	—	—
Weihaiwei	6 a.	29 93	65	—	NW	1	b
Gutzlaff	,,	30.13	64	100	NNE	2	omd
Sharp Pk.	,,	30.05		85	NE	4	cf
Amoy	6 a.	30.00	74	95	SE	1	f
Swatow	9 a.	30 03	77	10	NW	1	b
Canton		—					
Hongkong	10 a.	30.01	78	79	W	1	b
Vict. Peak	,,	—			NNW	1	—
Gap Rock	,,	29 9	—	—	NNW	4	—
Macao	,,	29 98	78	—	NNW	3	b
Haiphong	,,	—	—				—
Manila	,,	—	—	—	—	—	—
Bacolod	9 a.	—	—	—	NE	2	b
Iloilo	,,	29.94	86	—	NE	2	b
Cebu	,,	—	86	—	N	1	b
C. S. James	10 a.	—	—	—	—	—	—
Malate	—	—	—	—	—	—	—

F. G. FIGG, *First Assistant.*

Hongkong Observatory, May 10th, 1905.

1. BAROMETER, reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths, and hundredths.
2. TEMPERATURE in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER: b blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).
7. Rain in inches, tenths and hundredths.

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.93	30.05	29.95
Temperature	80	81	84
Humidity	78	73	59
Direction of Wind	E	E	W
Force	1	1	1
Weather	b	c	c
Rain	—	—	—

Maximum temperature on the 9th ... 82
Minimum open air temperature on the 9th ... 74

F. G. FIGG, *First Assistant.*

Hongkong Observatory, May 9th, 1905.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Eastern (s)	Gibb, Livingston & Co.	June 10, at Noon.
Am'dam, L'don, A'erp	Dardanus (s)	Butterfield & Swire	May 23.
Am'dam, L'don, A'erp	Calchas (s)	Butterfield & Swire	June 6.
Am'dam, L'don, A'erp	Kintuck (s)	Butterfield & Swire	June 20.
B'bay, via S'pore, P'an.	Ischia (s)	Carlowitz & Co.	May 13, at Noon.
Cebu & Iloilo	Sungkiang (s)	Butterfield & Swire	May 23.
Cebu & Iloilo	Kaifong (s)	Butterfield & Swire	May 25.
Genoa, Mars., L'pool.	Laertes (s)	Butterfield & Swire	May 30.
Genoa, Mars., L'pool.	Deucalion (s)	Butterfield & Swire	June 20.
Java Ports	Tjilatjap (s)	Java-China-Japan Lijn	2nd half of May.
Japan via Shanghai	Tjipanas (s)	Java-China-Japan Lijn	1st half of June.
Java Ports	Tjimahi (s)	Java-China-Japan Lijn	1st half of June.
London, &c.	Chusan (s)	P. & O. S. N. Co.	May 20, at Noon.
London & Antwerp	Benalder (s)	Gibb, Livingston & Co.	About May 15.
Marseilles via Saigon	Dumbea (s)	Messageries Maritimes	May 16, at 1 p.m.
Manila, A'lian Ports	Tainan (s)	Butterfield & Swire	May 13.
Manila	Zafiro (s)	Shewan, Tomes & Co.	May 13, at Noon.
Manila	Rubi (s)	Shewan, Tomes & Co.	May 20, at Noon.
Manila	Yuensang (s)	Jardine, Matheson & Co.	May 12, at 4 p.m.
New York v. Suez Canal	Kennebec (s)	Standard Oil Co.	About end of June
New York v. Suez Canal	Sagami (s)	Dodwell & Co. Limited	About May 31.
New York v. Suez Canal	Errol (s)	Dodwell & Co. Limited	June 6.
New York v. Suez Canal	Hindustan (s)	Dodwell & Co., Ld.	About June 24.
New York v. Suez Canal	Atholl (s)	Shewan, Tomes & Co.	May 18, at 4 p.m.
New York v. Suez Canal	Nordpol (s)	Shewan, Tomes & Co.	About June 15.
San Francisco v. Japan	Doric (s)	O. & O. S. S. Co.	May 24 at Noon.
San Frisco via Japan.	Manchuria (s)	Pacific Mail S.S. Co.	May 31, at Noon.
San Francisco v. Japan	Korea (s)	Pacific Mail S.S. Co.	June 13, at Noon.
San Francisco v. Japan	Coptic (s)	O. & O. S. S. Co.	June 22, at Noon.
Sandakan	Mausang (s)	Jardine, Matheson & Co.	May 13, at Noon.
S'hai, Kobe & Y'hama	Polynesien (s)	Messageries Maritimes	About May 15.
S'hai, Moji, Kobe Y'ma.	Palermo (s)	P. & O. S. N. Co.	About May 16.
Shanghai	Bengal (s)	P. & O. S. N. Co.	About May 19.
Shanghai	Hangsang (s)	Jardine, Matheson & Co.	May 11, at 4 p.m.
S'hai and Portland, Or.	Arabia (s)	Portland & A. S. Co.	May 16, Daylight.
S'hai and Portland, Or.	Aragonia (s)	Portland & A. S. Co.	May 30, Daylight.
S'hai and Portland, Or.	Nicomedia (s)	Portland & A. S. Co.	June 26, Daylight.
S'pore, P'ang, Cl'bo &c.	Maria Valerie (s)	Sander, Wieler & Co.	June 1, p.m.
S'pore, P'ang, Calcutta.	Kumsang (s)	Jardine, Matheson & Co.	May 16, at 3 p.m.
S'tow, Amoy & Tamsui	Proteus (s)	Osaka Shosen Kaisha	May 14, 8 a.m.
S'tow, Amoy & F'chow	Clara Jebsen (s)	Osaka Shosen Kaisha	May 16, at 10 a.m.
S'tow, Amoy & Anping	Bjoerstierne Bjornson	Osaka Shosen Kaisha	May 17, at 10 a.m.
S'tow, Amoy & Tamsui	Frithjof (s)	Osaka Shosen Kaisha	May 21, at 8 a.m.
S'tow, Amoy & Tamsui	Haimun (s)	Douglas Lapraik & Co.	May 11, 10 a.m.
Tientsin	Wosang (s)	Jardine, Matheson & Co.	May 13, at 3 p.m.
T'tau, Chefoo & T'tsin	Chihli (s)	Butterfield & Swire	May 16.
Victoria, B.C., Tacoma	Ningchow (s)	Butterfield & Swire	May 13.
Victoria, B.C., Tacoma	Hyades (s)	Dodwell & Co. Limited	About May 23.
Victoria, B.C., Tacoma	Pleiades (s)	Dodwell & Co. Limited	About June 30.
Vancouver (B.C.), &c.	Athenian (s)	Canadian P'fic R. Co.	May 24.
Vancouver (B.C.), &c.	Empress of China (s)	Canadian P'fic R. Co.	May 31.
Vancouver (B.C.), &c.	Empress of India (s)	Canadian P'fic R. Co.	June 21.

SHARE LIST.—QUOTATIONS

May 10, 1905.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations.
BANKS.				
Hongkong and Shanghai Bank Corp.	20,000	$125	all	$785, London, £80.10
National Bank of China, Limited	99,925	£7	£5	$27, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$250	$50	$290, buyers
China Traders' Insurance Co., Ld.	24,000	$83.33	$25	$56½, buyers
North-China Insurance Co., Ld.	10,000	£15	£5	Tls. 82, ex div.
Union Insurance Society, Ld.	10,000	$250	$100	$700, sales & sellers
Yangtsze Insurance Association, Ld.	8,000	$100	$60	$160
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$100	$20	$98, sales
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$302½, sellers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ld.	50,000	$50	all	$204, sellers
G. o. Fenwick & Co., Limited.	6,000	$25	$25	$33, sales
New Amoy Dock Co., Ltd.	6,000	$6¼	$6¼	$21, sellers
S. C. Farnham, Boyd & Co. Ld.	55,700	Tls. 100	Tls100	Tls. 158
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co. Ld.	30,000	$50	$50	$21, buyers
Douglas Steamship Co., Limited	20,000	$50	all	$24½
H. K. C. and M. Steamboat Co., Ld.	80,000	$15	$15	$26½, buyers
Indo-China S. N. Company, Limited	60,000	£10	all	$124, buyers
Star Ferry Company, Ld.	10,000	$10	$10	$37½, sales
	10,000	$10	$5	$28½, sellers
Shell Transport & Trading Co. Ltd.	2,000,000	£1	£1	22/- buyers
Taku Tug and Lighter Co., Ld.	8,600	Tls. 50	Tls 50	Tls. 18, buyers
Shanghai Tug & Lighter Co., Ltd.	100,000	Tls. 50	Tls. 50	Tls. 54, buyers
do. Preference.	100,000			Tls. 48½, sellers
REFINERIES.				
China Sugar Company, Limited	20,000	$100	all	$224
Luzon Sugar Company, Limited	7,000	$100	all	$27, buyers
Perak Sugar Cultivation Co., Ld.	7,000	Tls. 50	Tls. 50	Tls. 60, buyers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$50	all	$106, sellers
	10,000			
Shanghai and Hongkew Wharf Co.	20,000	Tls. 100	Tls100	Tls. 187½
	12,000			
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$100	100	$126½, sales
Shanghai Land Investment Co., Ld.	52,000	Tls. 50	Tls. 50	Tls. 115
Kowloon Land and Building Company	6,000	$50	20	$29½, buyers
Weihaiwei Land & Building Co., Ld	3,764	Tls. 25	Tls. 25	Tls. 12, buyers
Humphreys Estate & Finance Co.	50,000	$10	all	$13, buyers
West Point Building Co., Limited	12,500	$50	$50	$55, sellers
TRAMWAYS.				
HK High-Level Tramways Co., Ld.	1,250	$100	all	$227½, sales
MINING.				
Société Francaise des Charbonnages du Tonkin.	16,000	Fcs. 250	all	$490
Raub Aust. Gold Mining Co., Ld.	200,000	£1	18/10	$4, sellers
HOTELS ETC.				
Hongkong Hotel Company, Ltd.	12,000	$50	all	$143½, buyers
Astor House Hotel Ltd. (Tientsin)	2,000	T.Tls.50	Tls.50	Tls. 145, sales
Astor House Hotel Co., Ltd. (S'hai)	30,000	$25	$25	$29, sales
DISPENSARIES.				
A. S. Watson & Co., Limited.	60,000	$10	$10	$18½, buyers
do.	30,000			$13, sales & buyers
Watkins Limited	10,000	$10	$10	$8, sellers
LIGHTING.				
H.K. and China Gas Co., Limited	7,000	£10	all	$160, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls.50	Tls. 112, buyers
Hongkong Electric Co., Limited	30,000	$10	$10	$17¾, buyers
New Electrics (new issue)	30,000	$10	$5	$11½, buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	100,000	$10	$10	$26½, sellers
	50,000	$10	$5	$17, sellers
MISCELLANEOUS.				
Bells Asbestos Eastern Agency, Ld.	8,604	£ 12/6	£ 12/6	$6½, buyers
United Asbestos Oriental Agency, Limited	2,000 ord'y	$10	$4	$9½
	100 def'd	$10	$10	$180
H'k. Steam Water-boat Co., Ltd.	15,000	$10	$10	$17½, sellers
Hongkong Dairy Farm Co.	25,000	$7½	$6	$17, sellers
Hongkong Ice Company, Limited	5,000	$25	all	$242, sellers
Shanghai Waterworks Co., Ltd.	7,200	£20	£20	Tls. 410
Hongkong Rope Manufactory Co., Ld.	10,000	$50	all	$151, sellers
Hongkong Cotton Spinning Co., Ld.	120,000	$10	$10	$16½, sellers
Ewo Cotton Spinning and Weaving Co., Ld.	20,000	Tls. 50	Tls. 50	Tls. 40, buyers
International Cotton Manufacturing Co., Ld.	10,000	Tls. 75	Tls. 75	Tls. 40
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls100	Tls. 42½
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls 500	Tls. 18, sellers
China Provident Loan Mortgage Co. Ld.	50,000	$10	$10	$9½, buyers
China Borneo Company, Ltd.	60,000	$12	$12	$13, sellers
Campbell, Moore & Co., Limited	1,200	$10	all	$36
Wm. Powell, Ld.	12,000	$10	$10	$11½, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	$50
South China Morning Post	6,000	$25	$25	$23, buyers
CIGAR COMPANIES.				
Philippine Co., Ld.	67,500	$10	$10	$9½, sellers
Alhambra Limited	800	$500	$500	$100, buyers

LOANS.	Amount.	Value.	Interest	Quotation.
Chinese Imperial 1886 £	Tls. 767,200	Tls. 250	7 % p. annum	Par.

VERNON and SMYTH, *Share-Brokers.*

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